

THE ILLUSTRATED LONDON NEWS

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SATURDAY, FEBRUARY 6, 1915.

With Presentation Coloured Plate: Field-Marshal Sir John French. | SIXPENCE.

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BEAGLES AT THE FRONT: BRITISH OFFICERS BREAK THE MONOTONY OF FIGHTING BY HARE-HUNTING BEHIND THE TRENCHES

In rear of the battalions manning the trenches, a large force of Allied troops are being held back in reserve until improved weather conditions permit more active operations. In the interim, some of the hardest fighters among the officers are able now and then to get a few hours' well-earned recreation with a pack of beagles from home. Above, the pack is seen starting out for a run.—[PHOTOGRAPH BY UNDERWOOD AND UNDERWOOD.]

“OUR NOTE-BOOK.”

Owing to the continued illness of Mr. G. K. Chesterton, we are compelled to omit “Our Note Book.” We trust that Mr. Chesterton will be well enough to resume it before long.

THE PLAYHOUSES.

“A BUSY DAY.” AT THE APOLLO.

IT is to a rather low level that that wit and author of so many ingenious comedies, Mr. R. C. Carton, has dropped in his latest piece, a piece written round the personality and mannerisms of his wife, Miss Compton, and the most plausible of stage-fibbers, Mr. Charles Hawtrey. It is a farce that scarcely makes an attempt at plausibility or connecting idea, and that condescends to wild buffoonery. Imagine Mr. Hawtrey as a spendthrift buried by his relatives in a bungalow without a penny with which to bless himself; conceive Miss Compton as a wealthy widow whose hand her brother wishes to dispose of for mercenary reasons; throw the two together and make them resolve to join forces in “borrowing” a handy motor-car to escape from their tyrants; land them both in a village chandler’s stores, where the one with his airy nonchalance, the other with her drawing indifference, play at keeping shop; and you have hit off all that is worth remembering of Mr. Carton’s new invention, save that the comedian is to be seen clumping a bucket on another actor’s head in a rough-and-tumble mêlée. But there are times in which the theatre-goer asks to be permitted to forget the outside world and to be amused at all costs. So we must be indulgent, perhaps, to Mr. Carton if he has not been over-particular in his rôle of entertainer.

“A CHINESE HONEYMOON.” AT THE PRINCE OF WALES.

Playgoers of somewhat lengthy experience will have tender recollections of “A Chinese Honeymoon” as one of the merriest and most engaging, as well as one of the most popular, pieces of nonsense ever served up in London as musical comedy. It ran a thousand nights; it was notable, among other things, as occasioning the début of Miss Lily Elsie and providing Miss Louie Freear with the most piquant rôle of her career. Times and casts change, but the sparkle of Mr. Howard Talbot’s music remains, and the picturesqueness of the play’s setting and a certain element of fantasy it has enable it to maintain its appeal; strange would it be if any efficient company could not please with such aids. The great hit of the revival is secured by Miss Dorothy Minto, who, as successor of Miss Freear, achieves quite a *tour de force* of acting. Miss Carda Walker as the tuncful Princess, Mr. Alfred Wellesley and Miss Marie George as the Pineapples, Mr. Sass as the Emperor, and Miss Marie D’Altra as the official mother-in-law, all help and succeed in providing agreeable entertainment.

We give below an interesting extract from a letter written by an Army Transport Driver at the front, which shows the good results of making known scientific views on inoculation against typhoid. The article referred to in the letter appeared on the “Science” page in our Issue of Jan. 2—

I want to tell you exactly what *The Illustrated London News* did for us when it arrived here. A day or two before a notice was put up about us being inoculated, it was explained to us that to be done was optional, but still they had at the bottom of the notice that only those who were done would get leave. There were quite a lot who did not believe in it, and spoke about it all day; in fact, only five out of our section of nearly a hundred gave in their names. Then your paper arrived, and almost the first page I opened it at had an article on “The Prudence of Being Inoculated.” That fairly settled it. I gave in my name the very next morning, and also passed the book round, and the result—there are only now about five that have not been done. I thought, maybe, you would like to hear about it.

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SOME NEW STORIES AND A NOVEL.

THE quaint and fruity humour which is never lacking in the work of Mr. W. W. Jacobs is at its best in his new volume, “Night Watches” (Hodder and Stoughton), a collection of ten short stories in which his fancy runs the whole gamut of queer characterisation associated with his creations. Perhaps the opening story, “Back to Back,” is the best of the group, but all are good. The first makes us chuckle over the manoeuvres of a malingerer; and the diabolical ingenuity with which Mr. Bill Scutts, aided by his wife, schemes to get damages for pretended injuries in a railway accident is so amusing that one almost regrets that he is outwitted by a friend even more cunning than himself. “The Weaker Vessel” is a triumphant exposition of the confounding of a man’s attempt to monopolise his wife’s life-legacy by her shrewd and unsuspected wit. There is one grim story, “The Three Sisters,” imaginative, powerful, and in vivid contrast to the others. But, in all, the author exploits his favourite types of waterside, mean street, or obscure characters with keen insight and humour. “Night Watches” is as clever and as individual a bit of work as anything Mr. Jacobs has given us.

It was inevitable that exceptional interest should be taken just now in everything Russian, and the new collection of frank and virile studies of Russian life and character, “Stories from Russian Life,” by Anton Tchekhoff, translated by Marian Fell (Duckworth and Co.), is sure to have a great vogue. Without the adventitious aid of the war concerning all things pertaining to Russia, the dramatic force, shrewd analysis, and unflinching presentation of character, the pungent humour, the touches of pathos, suggestions of tragedy, and glimpses of real beauty, would have secured success for this volume. Tchekhoff is, in a way, a Russian Ibsen. His *métier* is to discover the dramatic element dormant in every-day life and people, and to paint all types of Russians, but particularly the peasantry, in their habit as they live. The opening story, “Over-Seas,” is extravagant in its humour, and rather defeats its own end; but the sheer beauty and unconventionality of “The Night before Easter,” with its remarkable word-painting and touching

THE END OF THE “BLÜCHER.”



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character-study of a ferryman lay-brother, are masterly. “At Home” is a clever study of a father and his little son, rich in ethical significance and quiet humour; and there are other stories dealing with Russian types, grave and gay, pathetic and demoralised, humorous, sardonic, deeply religious and childishly superstitious, but one and all bearing the stamp of intimate knowledge and keen observation.

There is always a public for stories of the picturesque and exciting life of the Western Prairie in Prohibition days, when they are as vigorously told as is “The Law-Breakers,” by Ridgwell Cullum (Chapman and Hall)—a story full of movement, colour, and unconventional character-studies. Mr. Cullum, who writes with knowledge, has skillfully interwoven the adventures of his daring law-breakers and the officials who fight them with brain and bullet with the love-affairs of two delightful girls. Quaint slang, uncouth ways, devilry, devotion to duty, calm courage, and womanly tenderness go to make up a fascinating picture. At Amberley, in the heart of the Canadian prairie-lands, live “a handful of highly trained men pitted against almost a world of crime,” and it is the fight between the law and the law-breakers which gives the book its main interest. The characters are striking. Here is one: “Big Brother Bill”’s coming right along from Broadway, with money—and notions . . . Charlie’s a prosperous rancher. What does B.B.B. expect? . . . He’ll dream of rides over the boundless plains, of cow-punchers with guns and things. He’ll have visions of big shoots, and any old sport, of a well-appointed ranch-house, with parlour fixings, and baths, and swell dinners, and servants. . . . He’ll blow in to Rocky Springs—he’s a whirlwind, mind—and he’ll find . . . a tumbled-down shanty that hasn’t been swept this side of five years, a blanket-covered bunk, and a table made of packing-cases with the remains of last week’s meals on it.”

The drinking saloon, kept by O’Brien, where the gang of desperadoes make their plans, is shown in Zolaesque fashion. The sisters, Helen and Kate Seton, are drawn with tenderness and humour, and are perfectly delightful in their unconventional womanliness; the figure of the dipsomaniac artist and rancher, Charlie Bryant, is full of pathos; and the story has in it, from start to finish, not a single dull page.

OUR SUPPLEMENT.

IT would be no idle compliment to apply to Field-Marshal Sir John French, the subject of our Supplement this week, the fine phrase of Emerson: “I find the Englishman to be him of all men who stands firmest in his shoes. . . . The English game is main force to main force, the planting of foot to foot, fair play, and open field. They hate craft and subtlety . . . when they have pounded each other to a poulitice they will shake hands and be friends for the remainder of their lives.” All the world knows how frank and brave is the British leader at the Front, and many know, also, how well he plays his part of “officer and gentleman” in times of peace. It is, however, Sir John French, the great soldier, with whom Mr. John St. Helier Lander has dealt so ably in his portrait, and the fine, strong, yet kindly face makes very intelligible the words of Lord Kitchener, himself a great soldier and administrator: “His Majesty’s Government appreciate to the full the value of the service which Sir John French has rendered to the country and to the cause of the Allies, and I may, perhaps, be permitted here and now on their behalf to pay a tribute to his leadership.”

PREHISTORIC GREECE.*

THERE was ample room for a handbook that should give a reliable summary of that ancient civilisation of the Bronze Age which has been revealed to us on sites in prehistoric Greece and the Ægean area during nearly half a century past. It was in the year 1868 that Henry Schliemann, who may be regarded as the founder of Ægean Archaeology, deserted his banker’s chair for the more actively fascinating pursuit of recovering on the spot the remains of Homer’s world as described in detail in the Homeric epics. Two years later he had begun work at Hissarlik, where, in 1873, he startled the world by the announcement that he had discovered Priam’s treasure, which had apparently escaped the hands of the Achaean besiegers when they plundered and burned the towers of Ilios. Forced to transfer his energies to Greece by his quarrel with the Turkish authorities over the Hissarlik treasure, he started excavations at Mycenæ, the traditional burial place of the house of Atreus. And here, in 1876, in graves in the artificial filling of the stone circle just within the Lion Gate, he discovered the most wonderful hoard of gold plaques, face-masks, jewellery and weapons that any treasure-seeker has ever brought to light. It was unlikely that a branch of study inaugurated in so striking a fashion should have been allowed to decline; and, although most of Schliemann’s own deductions have been necessarily modified, excavation on Ægean sites has been practically continuous since his time.

In Tsountas and Manatt’s “Mycenæan Age” the story had already been told for English readers of the achievements of Schliemann and his immediate successors, and Mr. Hall has been wise to give greater space to the more recent than to the earlier excavations. Professor Burrows, in his “Discoveries in Crete,” has furnished us with a very valuable account of the work conducted during more recent years by Sir Arthur Evans at Knossos, by Professor Halbherr at Phaistos, by Mr. Hogarth at Zakro, and by other excavators of early sites upon the island. The work before us includes within its scope not only Crete, but the whole Ægean area; and its plan and general arrangement differ from those of both its predecessors in being more strictly archaeological. After a short chapter on the excavations, we have a series of separate chapters, each devoted to the material products of the civilisation which are capable of classification under separate headings, such as “Stone and Metal,” “Pottery,” “Towns, Houses, Palaces, etc.,” “Temples and Tombs,” “Decoration,” “Costume, Armour,” and the like. The interest of the reader is fully maintained, and he is enabled to follow the descriptions by means of the numerous illustrations, both in line and half-tone, with which the volume is enriched. Many will be glad, for example, to possess the careful tracings of the lately published Tiryns frescoes given in Figs. 73-76; for the reproductions in colour, published by the recent German expedition, are not readily accessible, and but few readers will as yet have had the opportunity of studying the originals, now exhibited in the corner of the principal Mycenæan Gallery of the Athens Museum.

Mr. Hall’s book is, in fact, well calculated to incite the reader to make himself familiar with this fascinating branch of archaeology. Let anyone but turn to the coloured frontispiece, representing the Knossian Snake Goddess, with her low-cut bodice and extremely modern-looking flounced skirt and panier, and there are few whose interest would not impel them to learn something of the people who produced her. The same might be said of the famous Boxer Vase, the Hagia Triada Sarcophagus—and, indeed, of a dozen or more of the single pieces of sculpture, fresco, or metal-work which are included in the illustrations and described in the text. The author has himself had the advantage of visiting several of the sites, especially in Crete, during excavation, and it is scarcely necessary to add that not only the general reader, but also the expert, will find much to repay him for a careful perusal and study of the work.

L. W. K.

* “Ægean Archaeology: An Introduction to the Archaeology of Prehistoric Greece.” By H. R. Hall, M.A., F.S.A. With many illustrations and a Map. Pp. xxii. + 270. (London: Philip Lee Warner, 1915.)

NOTE TO CONTRIBUTORS.

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THE GREAT WAR.

By CHARLES LOWE.



THE last week of January, and the twenty-sixth of the war, included the Kaiser's fifty-sixth birthday, but for the first time in his life it lacked proper celebration. It began badly with the sinking of the *Blücher* and the practical putting out of action of the entire German battle-cruiser squadron, which had been used as the instrument of "baby-killing" raids on our eastern coast—a result achieved by Sir David Beatty at a cost of only fourteen killed (including one officer) and nineteen wounded (including three officers), apart from the partial disablement of the flag-ship *Lion*, which will soon, however, be in the fighting line again. But for the unlucky shell which struck Sir David Beatty's battle-cruiser below the water-line, flooding her forward compartments and causing her to be taken in tow by the *Indomitable*—the sister-ship which carried the Prince of Wales, now King George, to and from Canada with such marvellous rapidity on the occasion of the tercentenary celebrations at Quebec—but for this unlucky shell-hit, I say, the probability is that none of the other German ships of the same kind would have returned to Cuxhaven or Wilhelmshaven to tell the tale.

This battle-cruiser raid, intended to inaugurate the celebrations of the "Kaiser Week," was thus a most disastrous failure, and we are not likely to have to deal with another of the same kind—for some considerable time at least—seeing that there are now no proper vessels available for such a "baby-killing" enterprise. But, on the other hand, the week in question was closed with another naval enterprise on the part of the Germans which had a better claim to success. This was a raid by a submarine, said to be the notorious *U 21*, which had already been credited with the sinking of our *Pathfinder*, as well as two of our merchant-ships off Havre in November. This *U 21* is Germany's most powerful submarine—800 tons, with a speed of 17 knots on water and 12 below the surface—her range, or radius of action, being 3000 miles out and home, while she is self-contained for a fortnight's cruise.

How she got to the Irish Sea—whether by the Pentland Firth or the English Channel—is not known; but, anyhow, she managed to turn up in the Bay of Liverpool, off the Lancashire coast, and sink in succession three of our minor merchant-ships. The method of her commander, Hering, combined the exquisite courtesy of Dick Turpin with the inflexible firmness of Paul Jones. In every case the vessel-crews, after being overhauled by the submarine, were given ten minutes to collect their valuables and take to their boats, being even offered cigars and cigarettes. According to one account, "after expressing regret that he had to blow up the vessel, the commander of the submarine said, 'War is war.' He voiced the hope that we would get picked up before the bad weather set in, shook hands with our captain, and saluted. The submarine was then submerged and disappeared. An hour later we were picked up," or about fifty minutes after the ship in each case had been sunk, not by torpedo-fire—oh no, that would have been a quite unnecessary waste of projectiles which were kept in reserve for bigger game—but by dynamite cartridges affixed to various parts of the doomed vessels.

This was the first systematic display of the "Tirpitz touch," of which that High Admiral had given formal notice some little time previously by declaring that Germany's reply to England's naval attempt to starve her out would have to take the form of an endeavour to retaliate in kind by submarine war against our merchant commerce. One furious Pan-German writer, Count von Reventlow, called this "digging the British Navy's grave"; while another leading naval critic, Captain Persius, on hearing of

the exploits of *U 21*, burst out thus: "Especially remarkable is the theatre of the new action. Hitherto the most advanced point where our submarines have displayed activity was the westerly outlet of the Channel. Now the submarine weapon acts already in the Irish Sea. Henceforward British merchant navigation will have to reckon with the German submarine danger, which it can only avoid when it stops its traffic." That is a *non sequitur*. But it cannot be objected to the Germans that, in acting as they did in the Irish Sea—which is much nearer to Tipperary than the sea of mud in Flanders—they were contravening any of the recognised rules of naval warfare. We ourselves, in a memorandum presented to the London Conference, formulated the matter thus: "The duty of a belligerent captor is to bring in, for

destruction, which corresponds with the pre-intimation to which the population of a fortified town is entitled previous to its bombardment—as the scrupulous little Japanese gentlemen did at Tsing-tau, yet only got gruff abuse from the Germans for their pains. But it was very different, said the French Minister of Marine, with the attack on two other British merchant ships on the same day off Havre—one of them carrying 97,000 carcasses of frozen mutton as a gift from New Zealand to the Belgian sufferers!—which were torpedoed, he affirmed, without notice and one sent to the bottom, as Hamlet's father had equally been despatched with short shrift—

Cut off even in the blossoms of my sin,
Unhousel'd, disappointed, unanel'd.

But had this devil's handiwork of the double kind been done by a torpedo or a mine? The French Minister of Marine seemed to have no doubt on the subject, since, on the strength of his assumption, he issued an official note declaring that "to-day the German Navy has decided to violate international law systematically and deliberately. The officers have received orders to respect nothing in future and to place themselves outside the pale of humanity."

Anyhow, on the day after the Kaiser's beaten and battered battle-cruisers had managed to struggle back to port, his overweening battalions in Flanders—which had now assumed the rôle of birthday celebrators in chief—received an even worse and bloodier set-back at La Bassée, where their principal antagonists were again a portion—the first portion (or Brigade), as a matter of fact, of French's "contemptible little army." Homeric was the fighting, the positive tug-of-war, for the trenches hereabouts, but our invincible heroes—up to their knees, and even "houghs," in mud—again behaved as did their fathers at Inkerman, and their grandfathers at Albuera, where, in Napier's flaming phrase, "they showed with what a majesty the British soldier can fight." Is it an exaggeration to compare La Bassée to Troy or Inkerman? What said "Eye-Witness"? "Our men in many cases fought with bayonets in their hands, and even knocked out many Germans with their fists. A story is told of one man who broke into a house held by eight Germans, bayoneted four, and captured the rest, while he continued to suck at a clay pipe," and probably never imagined for a moment that he had done anything out of the ordinary.

Little wonder that the Kaiser himself, who had been pottering about near La Bassée, giving interviews to journalists, and getting into everybody's way—including his "brave comrades" of the Landwehr, to whom he addressed another of his half-hearted, high-falutin' harangues—little wonder, I say, that on the failure of his birthday celebrations along the whole western line (which, according to a French official computation, must have cost him over 20,000 men) his crestfallen Majesty hied him back to Berlin from his military "tour of inspection" to consult several "specialists," including his Chief of the Staff and also his chief throat-doctor, "his voice being hardly audible."

If true, this is a very grave symptom, in view of the malady which began to affect his father at the very same age. Anyhow, it is agreed by several journalists who have lately been admitted to the honour of an interview with the supreme War Lord—a very bad sign in the case of any monarch, showing him to be sorely in want of sympathy—that he is now nothing like his former self, being pinched, shrunken, haggard, grey, and prematurely old, and the metamorphosis can only have been quickened by news of the costly failure of Hindenburg's latest effort to reach Warsaw.

LONDON: FEBRUARY 9, 1915.

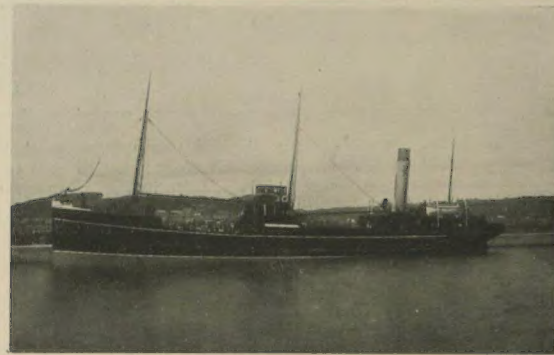


SAID BY SOME TO HAVE SUGGESTED THAT GERMANY AND AUSTRIA SHOULD "CONSIDER MOST SERIOUSLY THE POSSIBILITIES OF A TOLERABLE PEACE": BARON STEFAN DE BURIAN, THE NEW AUSTRIAN MINISTER FOR FOREIGN AFFAIRS. Baron de Burian, recently appointed Austrian Foreign Minister, is in the strongest of lime-light this week, thanks, more especially, to the "Daily Mail's" remarkable story of an appeal said to have been made by him to the German Emperor that the two German Powers should "consider most seriously the possibilities of a tolerable peace," to be obtained by offering considerable territorial concessions to France and Russia. The Baron is a Hungarian, and has filled diplomatic posts at the Austrian Embassy in London, and in Russia, holding after that the appointments of Austrian Minister in Greece and in Holland. Baron de Burian, succeeded Count Berchtold as Foreign Minister on the latter's summary dismissal from office in the middle of last month.

adjudication by a Prize Court, any merchant ship which is seized; where this is impossible she may, if she is an enemy ship, be destroyed after removal of the crew and papers."

Thus the Germans had international law, or at least "crown's quest law," on their side, as far as concerned their sinking of three of our merchant vessels in the Irish Sea. In each case they gave the crew brief notice to quit their ships, previous to their

GERMANY'S ATTEMPT TO CUT OFF BRITISH FOOD SUPPLIES: THE POLICY OF SUBMARINE ATTACK ON MERCHANTMEN.



BLOWN UP BY THE GERMAN "U 21," WHICH GAVE THE CREW TEN MINUTES TO TAKE TO THEIR BOATS: THE "LINDA BLANCHE."



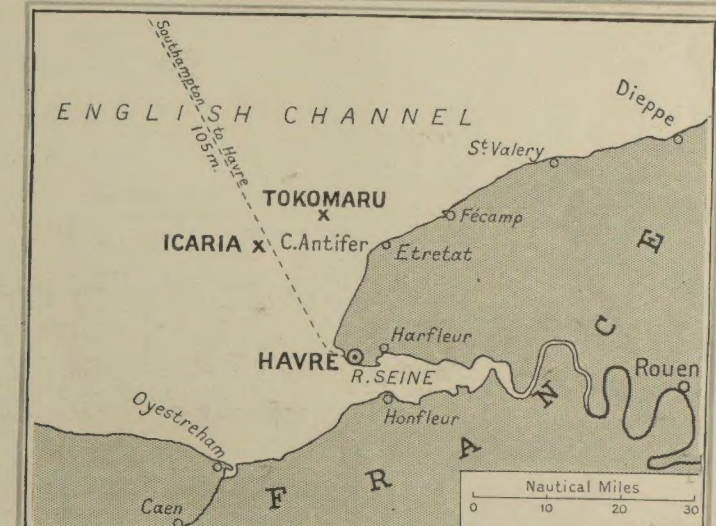
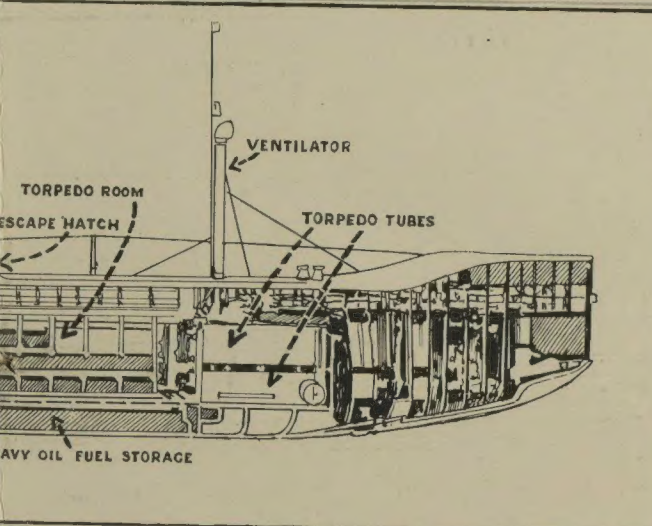
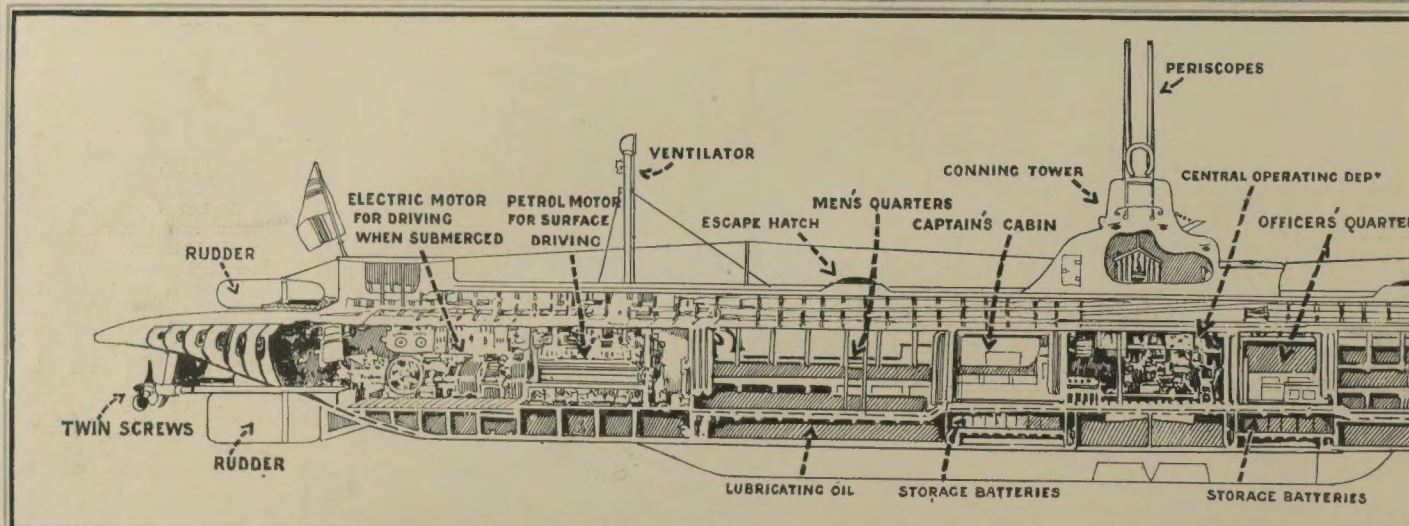
TORPEDOED NEAR HAVRE BY A GERMAN SUBMARINE WHICH GAVE NO WARNING OF ATTACK: THE "ICARIA," WHICH WAS TOWED INTO HAVRE AFTER HAVING BEEN DAMAGED.



TORPEDOED NEAR HAVRE BY A GERMAN SUBMARINE WHICH GAVE NO WARNING OF ATTACK: THE "TOKOMARU," WHOSE CREW WERE PICKED UP BY A FRENCH TORPEDO-BOAT.



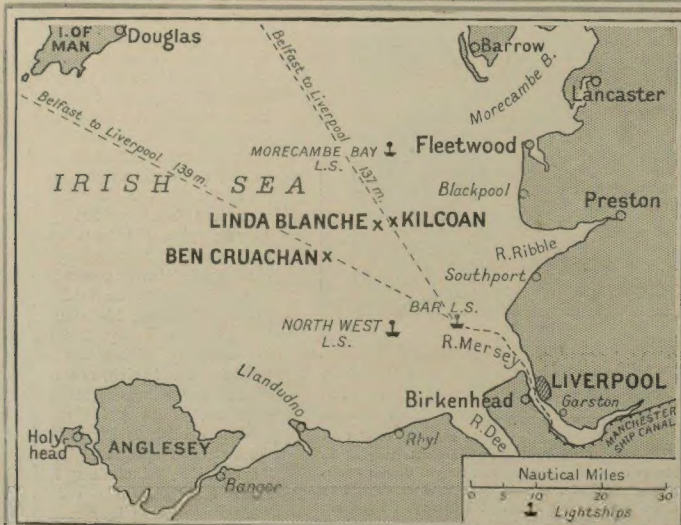
BLOWN UP BY THE GERMAN "U 21," WHICH GAVE THE CREW TEN MINUTES TO TAKE TO THEIR BOATS: THE "BEN CRUACHAN."



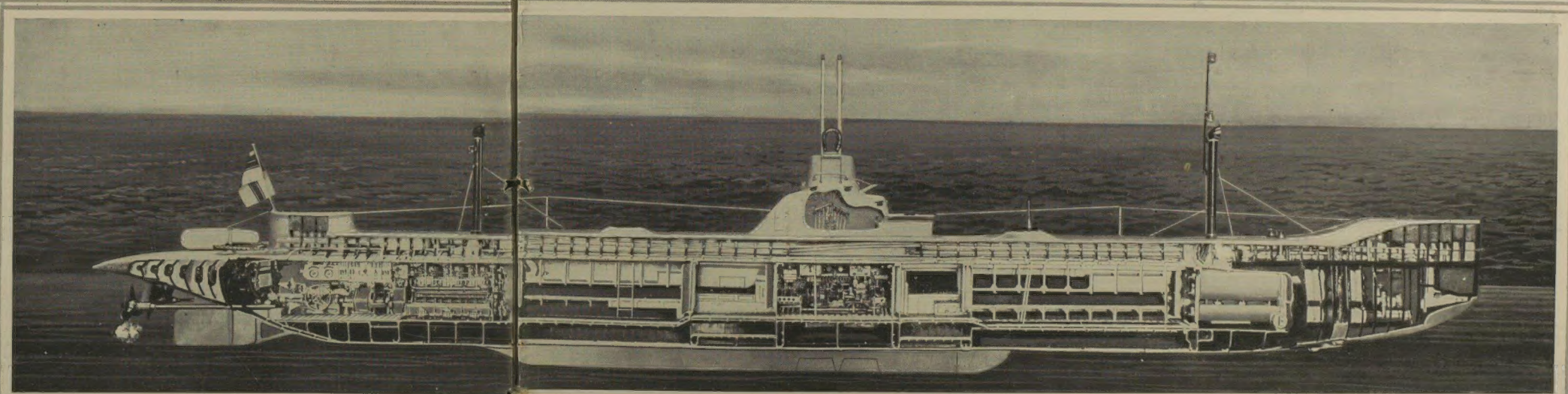
THE TYPE OF VESSEL BY WHICH THE GERMAN NAVY HOPES TO CUT OFF THE FOOD-SUPPLIES OF GREAT BRITAIN: A DIAGRAM SHOWING THE INTRICATE

CONSTRUCTION AND MECHANISM OF A MODERN GERMAN SUBMARINE

WHERE THE "TOKOMARU" AND THE "ICARIA" WERE TORPEDOED BY GERMAN SUBMARINES, WITHOUT ANY WARNING OR ATTEMPT AT RESCUE.



WHERE THE "BEN CRUACHAN," THE "LINDA BLANCHE," AND THE "KILCOAN" WERE SUNK OFF THE COAST OF LANCASHIRE.



A GERMAN RAIDER OF BRITISH COMMERCE: THE "U 21," ONE OF THE LATEST

CLASS OF GERMAN SUBMARINES, WHICH HAVE A RANGE OF ACTION OF OVER 3000 MILES, AND CAN BE ABSENT FROM THEIR BASE FOR AT LEAST A MONTH.

Grand Admiral von Tirpitz lost no time in translating into action the vitriolic threat which he threw in our face of doing his utmost to starve out the Allies in general, and Great Britain in particular, by sinking merchant shipping by submarines. The blowing-up of the "Ben Cruachan," the "Linda Blanche," and the "Kilcoan" in the Irish Sea, and the attack upon the "Toko-Maru" and the "Icaria" in the English Channel, which, with the orders to German naval officers to respect nothing, have called down much execration, are proofs positive that the attempt to intercept our food-supply will be ruthless. The result, so far, has been the temporary suspension or alteration of some comparatively unimportant details of our shipping arrangements. It may, however, be taken for granted that the exploits of "U 21" are not likely to be repeated for long, if at all. In some cases the officers of the German ships have shown a certain amount of personal courtesy, as well as abiding by the rules of civilised warfare, such as giving the crews of the torpedoed vessels

a certain time to disembark; but in one case the superfluous and rather offensive precaution of timing the ten minutes allowed for the procedure, watch in hand, was adopted, and in every case the orders to sink were carried out to the letter. The Captain of the "Tokomaru," bound from Wellington, New Zealand, to London, received no warning whatever from the German submarine, which made no attempt to rescue him and his crew. The elation caused in Germany by these submarine raids has, naturally, been extreme, but we may be sure that their effect upon our own naval policy will not be long in making itself manifest. It is certain that what may be assumed the chief end Von Tirpitz had in view—that is, to cause an alteration in the disposition of the British Fleet—will not be brought about. The enemy-policy is unimportant, merely one of his pin-pricks. An announcement from the German Admiralty said: "England is about to ship to France a large number of troops and a great quantity of war material. We shall act against these transports with all the military means at our disposal."

FRENCH GUNS CROSSING THE AISNE ON A HALF-SUBMERGED PONTON: A LAST-MOMENT RETREAT NEAR SOISSONS.

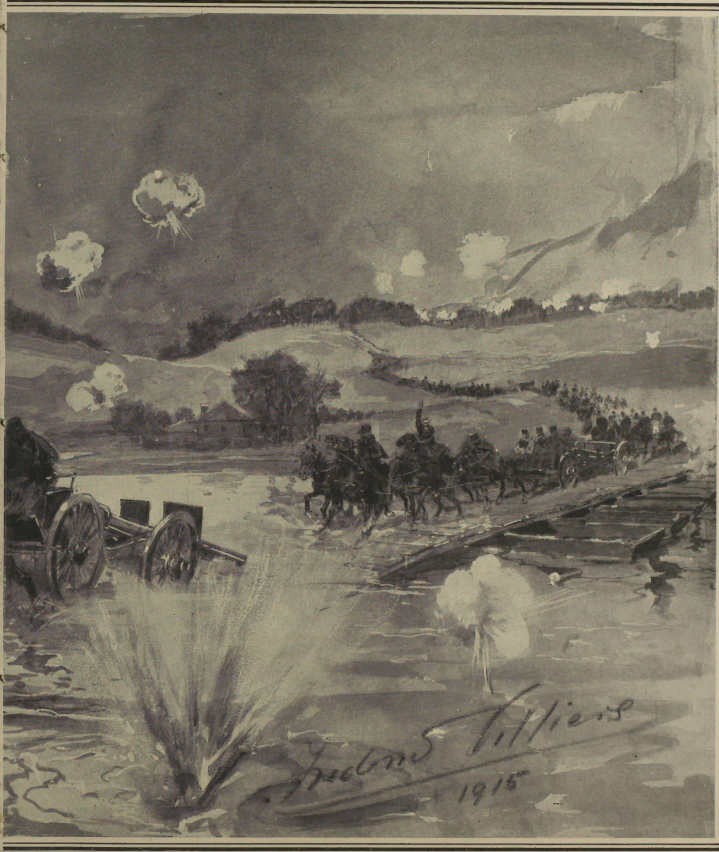
DRAWN BY FREDERIC VILLIERS.

ONE OF OUR SPECIAL WAR-ARTISTS.



SAVING A BATTERY OF "SEVENTY-FIVES" AT THE BATTLE

Our illustration shows a fine feat accomplished by the French artillery during the recent fighting on the Aisne. With his drawing, Mr. Frederic Villiers writes: "This battery, in the famous retreat at Soissons, stuck to their position to the very last, and when the Germans were only five or six hundred yards away the men ran the guns down the hill, limbered up at the foot, and got them across the ponton, which was in such a shaky condition that in parts it was almost submerged and the water came up to the guns themselves." It will be recalled that the French had been fighting with success to the north of the Aisne near Soissons, when a very heavy German counter-attack coincided with a rise of the river which broke down most of the bridges on which the French relied for bringing up reinforcements. Eventually only two bridges were left, and our Allies had to withdraw the bulk of their forces to the south



OF SOISSONS: A FINE EXPLOIT BY THE FRENCH ARTILLERY.

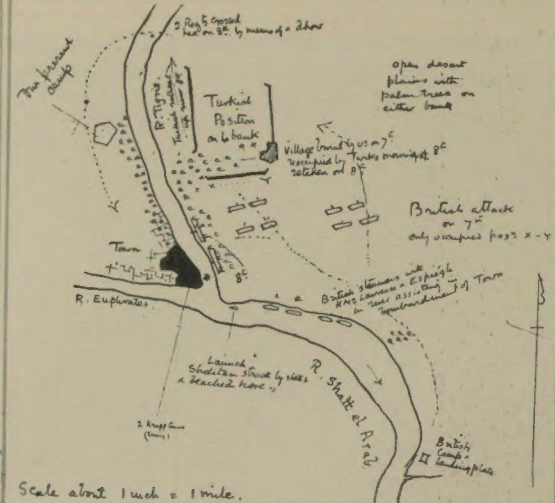
bank while there was yet time. The retirement was carried out, it is said, almost before the Germans were aware of it, and, although the French admit having suffered a check, they point out that the Germans by no means won a victory such as they claim, but, on the other hand, suffered very heavy losses and gained but little strategic advantage. The battery of French "75's" seen in the drawing had a very strenuous week's work before it retired so dramatically at the last moment, and had done great execution among the massed German infantry. After crossing the river they took up a fresh position, and were not at all dispirited. The French "schlange-squame" gun has, it is hardly necessary to remark, acquired a great reputation in the war, and, by its means, the French claim to have established a superiority over the enemy's artillery.—(Drawing Copyrighted in the United States and Canada.)

THE TAKING OF KURNA: WHERE TIGRIS AND EUPHRATES JOIN.

DRAWINGS 1, 2 AND 3 BY BRITISH OFFICERS; DRAWING 4 BY JOHN BRYAN FROM A SKETCH BY A BRITISH OFFICER.



"A PILLAR OF FIRE BY NIGHT AND A PILLAR OF A CLOUD BY DAY":
BURNING PRAIRIE GRASS NEAR KURNA, FIRED BY THE NATIVES.



SHOWING THE BRITISH AND TURKISH POSITIONS AND MOVEMENTS:
KURNA, AT THE CONFLUENCE OF THE EUPHRATES AND TIGRIS.



THE BRITISH FLAG AT THE RIVER ANGLE OF MESOPOTAMIA: KURNA THE DAY AFTER ITS FALL, WITH THE UNION JACK OVER THE TURKISH GOVERNOR'S HOUSE—SEEN FROM THE LEFT BANK OF THE TIGRIS.



THE BRITISH ADVANCE UP THE SHAT-EL-ARAB FROM THE PERSIAN GULF: LANDING TROOPS FROM TRANSPORTS BELOW BASRA ON NOVEMBER 16—
A DAY BETWEEN TWO BRITISH VICTORIES.

During the advance of the British Indian forces up the Shat-el-Arab (the river formed by the confluence of the Tigris and Euphrates), victories were gained over the Turks, on November 15 and 17, at places indicated in Illustration No. 4, which shows the British transports landing troops on the 16th. Basra itself was occupied on November 21, and the Turks retired further up the Shat-el-Arab to Kurna, where the Euphrates and Tigris join. Later, the India Office announced: "Kurna was found to be strongly held by guns and infantry, and our troops, having no means of crossing the Tigris,

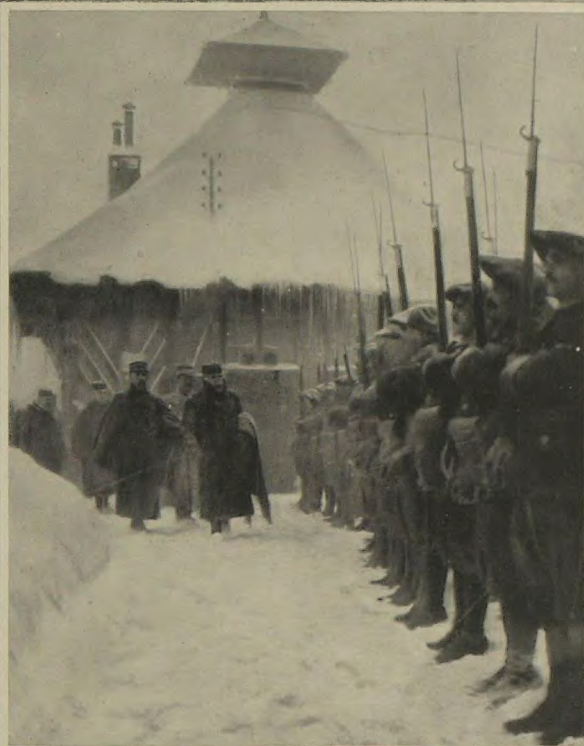
withdrew to their original bivouac four miles south of Kurna. Great assistance was given by the Navy from armed steamers. . . . On the following day reinforcements were sent from Basra under Brigadier-General Fry." After successful actions, Indian troops crossed the Tigris a little above Kurna. On the 9th the Turks surrendered. Our correspondent writes: "The long prairie grass on this side is fired by natives; the flames glow luridly, and all day great purple columns of smoke go up—the 'pillar of fire by night and a pillar of a cloud by day.'" [Drawings Copyrighted in the United States and Canada.]

THE CAMERA AS CORRESPONDENT: WAR-NEWS BY PHOTOGRAPHY.

PHOTOGRAPH NO. 3 BY MANUEL; NO. 4 BY NEWSPAPER ILLUS.



THE FRENCH WAR MINISTER IN A SLEIGH AT THE FRONT: M. MILLERAND JOURNEYING IN ALSACE WITH THE FRENCH GENERAL IN COMMAND.



A SIGNAL HONOUR TO A BRILLIANTLY DISTINGUISHED CORPS: THE FRENCH WAR MINISTER INSPECTING THE FAMOUS CHASSEURS ALPINS IN ALSACE.



AN UGLY CUSTOMER LAID BY THE HEELS: A GERMAN TRENCH-HOWITZER TAKEN BY THE BELGIANS, ON VIEW AT HAVRE.



CLEARING THE SWAMPED BRITISH TRENCHES IN WEST FLANDERS: BALING OUT THE WATER DURING A QUIET INTERVAL IN THE FIGHTING.

M. Millerand, the energetic and able French War Minister, has been ubiquitous in touring at the front ever since he took office shortly after the outbreak of the war. In addition to visiting the headquarters of the French armies in the field, he crossed to England to consult Lord Kitchener and learn something at first hand about our New Army. The first and second illustrations show him on his latest visit to the French troops in the Vosges. Owing to the deep snow, M. Millerand had to exchange his motor-car for a sledge. A review of the famous Chasseurs Alpains, whose magnificent exploits amid the

forests of the Vosges have thrilled all France, was a special incident of the visit. A fight of theirs on ski we have previously illustrated.—The German *minenwerfer*, or trench-mortar, is a Krupp invention. In length it measures just a yard, with a calibre of 6·73 inches, and a range of nearly a quarter of a mile. For action the wheels are taken off and the carriage-bed is placed on the ground.—In the fourth illustration, of a British trench being baled out, the fez-like shape of the cap worn by the soldier in the foreground may be noted as curious.

SCIENCE AND NATURAL HISTORY



SCIENCE JOTTINGS.

THE WAR AND THE NORTH SEA FISHING-GROUNDS.

THE curtailment of the liberties of our North Sea fishing-fleet occasioned by the war has resulted in a serious shortage in our fish-supply. But an attempt is being made to repair this deficiency. As a first experiment, about thirty tons of halibut, taken in the waters of British Columbia, are to be shipped from Prince Rupert, the terminus of the Grand Trunk Pacific Railway, to Great Britain by the steam-ship *Scandinavian*. The success of such a venture seems doubtful.

This temporary discomfort will, at any rate, enable us to realise that even the evil-smelling fried-fish shops of the meaner streets of our inland towns are so many tokens of the luxuriousness of the age in which we live. For not till the steam-engine became "a going concern" did a daily supply of at least relatively fresh marine fish become possible to those living far from the sea. The demand, once established, has gone on steadily increasing; and but for the advent of the steam-trawler, the supply would long since have failed to keep pace with it.

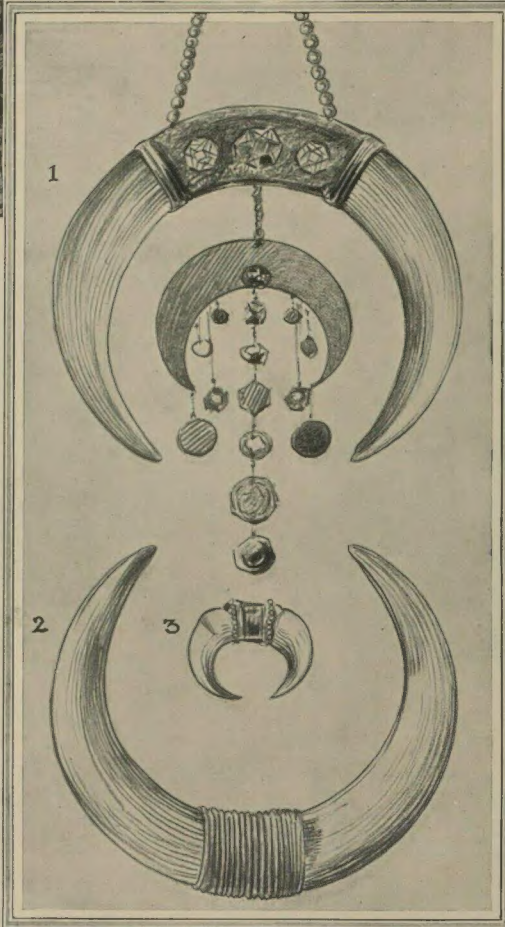
So great has that demand become that the North Sea no longer suffices to meet it; for though it is not generally realised, perhaps, our fishing-fleets have now to extend their operations far beyond the range of the Home waters.

Since 1891 steam-trawlers from Hull and Grimsby have trawled, during the summer months, off the south coast of Iceland, obtaining haddock and plaice in abundance, and of very large size, much larger than those caught in the North Sea; plaice ranging from 27 to 33 inches in length, and haddock from 19 to 33 inches. Common dabs, megrims, halibut, cod, ling, and skate are all plentiful. The so-called "Norway haddock" is also taken here in large numbers, though it does not realise a very high price.

The success attending these ventures in Northern waters was followed in 1892 by experiments as far South as the Bay of Biscay, and these, too, proved successful, for here, and off the west coast of Spain, hake were found in abundance.

The vessels engaged in these distant fishing-grounds are fitted with wells wherein the fish are kept alive till they are landed. At Grimsby cod are kept, for a time at any rate, in cod-chests in the harbour.

The discovery of these distant fishing-grounds has relieved the strain on our home waters. But there is no place in the world from which so valuable and constant a supply of fresh sea-fish is brought to market as the North Sea. For the most part this harvest is gathered with the beam



A THEORY OF THE ORIGIN OF THE CRESCENT AS A MOHAMMEDAN BADGE: AMULETS OF BOAR'S TUSKS AND LION'S CLAWS.

These drawings illustrate Professor Ridgeway's theory that the Mohammedan Crescent originated, not from the crescent moon, as generally supposed, but from ancient crescent-shaped amulets. No. 1 shows an amulet of two boar-tusks used for horses in Asia Minor; No. 2, a boar-tusk amulet from New Guinea; No. 3, an amulet of lion-claws from Uganda. Such amulets were used as a protection against the "evil eye." Professor Ridgeway believes the tusk amulet to have been in use long before Islam penetrated into Asia Minor. The lion-claws amulet is common in Africa.—[Drawn by A. Hugh Fisher.]



no inconsiderable part of our supply is taken by "long-line" fishing. Most of our cod, ling, halibut, and brill are taken by this means, for these live in deeper water than can be fished with the trawl. These are all "bottom-fishes"; the herring, pilchard, and sprat have to be taken with the drift and seine-nets, for they are "surface-fishes."

It will thus be seen that the methods of fishing have to be regulated by the haunts of the fish. Such as live beyond eighty fathoms are safe from the reach of the trawl. Plaice, cod, and herring are more numerous, and of finer quality, in the more Northern areas of our seas; but the sole, pilchard, John Dory, and conger, mullet, bream, and gurnard, must be sought along the Southern coasts of Great Britain and Ireland.

The pre-eminence of the North Sea as a fishing-ground is due to the fact that the whole of this area is one of comparatively shallow water, affording a variety of conditions in regard to temperature, and the nature of the bottom. The latter is more important than is generally supposed, for this determines the nature of the food-supply of the fish themselves.

Sea-weeds, like land-plants, require light: this can only be obtained in relatively shallow water. On the abundance of this vegetation our supply of food-fishes depends, for it supports not only hosts of vegetivorous fishes, but also vast hordes of lowlier forms of life on which the carnivorous species depend for their sustenance. Hence it is that the area of the world's supply of food-fishes is more limited than its corn-growing areas.

Thus the oft-repeated statement, that there are as good fish in the sea as ever came out of it, is only partly true; for the vast areas of the open ocean are useless to us as fishing-grounds, and this because the species which live there have no value for food purposes.

On the east coast of America, where the shore-line descends rapidly into deep water, the fishing-grounds are extremely limited, not only in area, but also in the variety of the fish to be caught there. Beam-trawl fishing is impossible. Neither the sole nor the turbot is found there; and the other flat-fishes, representing the plaice and lemon-soles, are not equal to these in value.

Hence, the enforced idleness of our fishing-fleet, if it causes us some temporary inconvenience, will, in the end, prove a blessing, for it will give the grounds a rest, enabling an all-round increase, both in the vegetation so constantly torn up by the trawl-nets, and of the animal life which depends upon it.

W P PYCRAFT.



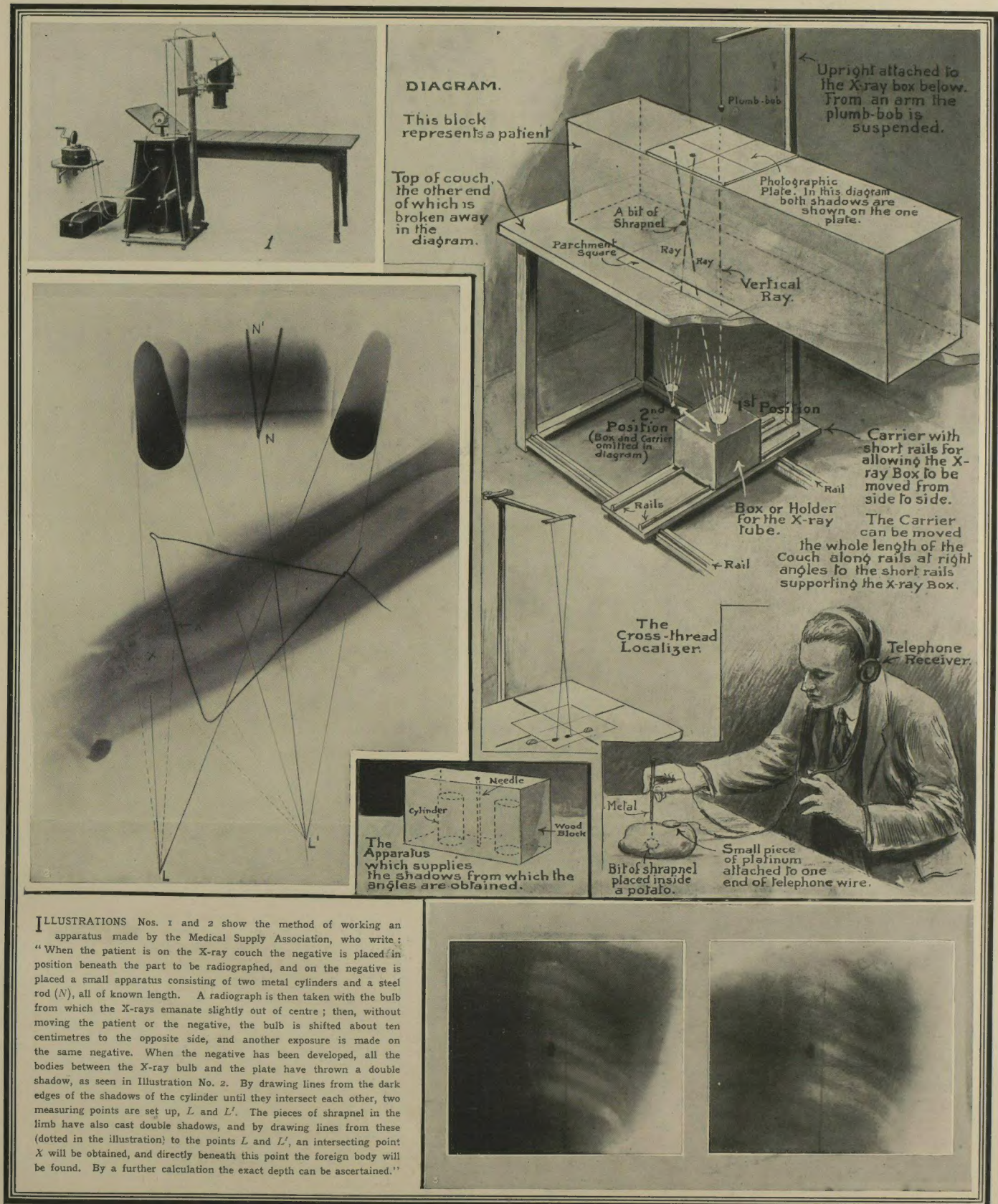
PRECAUTIONS TO SUPPLY BRITISH TROOPS AT THE FRONT WITH PURE DRINKING-WATER: FILLING AN ARMY TRAVELLING-FILTER IN FRANCE.

Besides having the drinking-water for the troops filtered, the military authorities take the further precaution of having it subsequently boiled.—[Photograph by C.N.]

trawl. Haddock, plaice, soles, turbot, brill, cod, hake, ling, whiting, skate, gurnard, sea-bream, red-mullet, and cat-fish are taken by this means. But

in the vegetation so constantly torn up by the trawl-nets, and of the animal life which depends upon it.

THE TELEPHONE AND THE X-RAYS FOR BULLET-FINDING: NEW IDEAS.



ILLUSTRATIONS Nos. 1 and 2 show the method of working an apparatus made by the Medical Supply Association, who write: "When the patient is on the X-ray couch the negative is placed in position beneath the part to be radiographed, and on the negative is placed a small apparatus consisting of two metal cylinders and a steel rod (N), all of known length. A radiograph is then taken with the bulb from which the X-rays emanate slightly out of centre; then, without moving the patient or the negative, the bulb is shifted about ten centimetres to the opposite side, and another exposure is made on the same negative. When the negative has been developed, all the bodies between the X-ray bulb and the plate have thrown a double shadow, as seen in Illustration No. 2. By drawing lines from the dark edges of the shadows of the cylinder until they intersect each other, two measuring points are set up, L and L'. The pieces of shrapnel in the limb have also cast double shadows, and by drawing lines from these (dotted in the illustration) to the points L and L', an intersecting point X will be obtained, and directly beneath this point the foreign body will be found. By a further calculation the exact depth can be ascertained."

1. USED IN BRITISH, FRENCH, AND RUSSIAN MILITARY HOSPITALS: THE "KOMPAKT" X-RAY INSTALLATION, ARRANGED FOR RADIOGRAPHY ABOVE THE COUCH.
2. THE USE OF X-RAYS IN TREATING A BELGIAN SOLDIER WOUNDED AT DIXMUDE: SHOWING PIECES OF SHRAPNEL IN HIS BODY, AND ANGLES OBTAINED FROM SHADOWS.

The wounded soldier of to-day has the benefit of many wonderful inventions of medical science, including new developments of radiography and the use of the telephone for localising bullets or other foreign bodies, such as pieces of shrapnel, in the human tissues. In an article in the "British Medical Journal," Sir James Mackenzie Davidson, who is Consulting-Surgeon to the Roentgen Ray Department at Charing Cross Hospital, gave a deeply interesting account of his discoveries and experience in this branch of surgery. He showed that an ordinary X-ray photograph of a bullet or shell-fragment in the flesh is not sufficient to localise it for surgical purposes, inasmuch as space has three dimensions, and a single shadow-picture gives no certain knowledge as to the depth to which the

3. THE USE OF X-RAYS IN TREATING A WOUNDED BRITISH OFFICER: A STEREOSCOPIC PHOTOGRAPH TAKEN, BY MEANS OF X-RAYS, FOR THE PURPOSE OF LOCALISING THE BULLET—SHOWING (NEAR THE TOP) A CIRCULAR WIRE ON THE WOUND OF ENTRANCE.

foreign body has penetrated or its position in relation to other structures. He then explained in detail a method of localising foreign bodies by X-rays, in which cross-lines of measurement and stereoscopy play an important part. The diagrams on the right show this method and also the use of the telephone for localising metal objects. Of this latter device Sir James Davidson writes: "The surgeon . . . will hear with great distinctness the characteristic microphonic rattle the instant his instrument touches any metal embedded in the patient's tissues." One drawing illustrates an experiment on a potato with a piece of metal embedded in it. Illustration No. 3 shows a stereoscopic radiograph by Sir James Davidson's method.

THE GREAT NORTH SEA VICTORY: VANQUISHED AND VICTORS.

THIRD PHOTOGRAPH BY S. AND G.



AT THE LAST GASP—THE "BLÜCHER'S" FINAL MINUTE ABOVE WATER: THE SILENCED AND SINKING CRUISER SEEN IMMEDIATELY BEFORE GOING DOWN.



IN HOT PURSUIT—SHIPS THAT DID THEIR DUTY: A BRITISH LIGHT-CRUISER AND DESTROYERS AFTER THE ENEMY AT FULL SPEED.



THE FLAG-SHIP "LION'S" SPLENDID SECOND. AND THE SHIP THAT SUFFERED THE HEAVIEST CASUALTIES IN THE BRITISH SQUADRON:
THE BATTLE-CRUISER "TIGER."

Our readers will recall that in last week's Number we published our now world-renowned photographs of the "Blücher" sinking, and the "Lion" going into action. We give the illustrations above as an addition. The "Blücher" is seen here a few moments before she went down. Her foremast can be made out, leaning forward dangerously. At the mast-heads are visible the German battle-flags, which the "Blücher's" commanding officer kept up to the end.—A British light-cruiser with destroyers is seen in chase in our second illustration. The light division of Sir David Beatty's squadron took a note-

worthy part in the action, overshadowed if its doings necessarily are by those of the battle-cruisers. They "found" the enemy, and told the Admiral by wireless their whereabouts and numbers. They attacked the German light ships on their own account, our destroyers preventing the enemy's submarines from closing on the battle-cruisers. They followed the fugitives as long as possible, and to their humane efforts the "Blücher's" survivors owe their lives.—Our third illustration shows the battle-cruiser "Tiger," which so finely seconded the flag-ship and suffered the heaviest casualties.

THE MAN WHO WOULD STARVE US: A SINKER OF MERCHANTMEN.



ENCOURAGING THE DESTRUCTION OF MERCHANT SHIPPING, RATHER THAN ZEPPELIN RAIDS: GRAND ADMIRAL VON TIRPITZ.

To Grand Admiral von Tirpitz we owe the loss of several merchant-ships sunk by explosion after the commander of an enemy submarine had given their crews ten minutes to take to their boats; also the torpedoing—with the crews left to their fate—of the "Tokomaru" and the "Icaria." Interviewed recently, he said: "England wants to starve us, but we can play the same game, and can bottle up and torpedo every ship nearing British harbours, thus cutting off her food supplies." He believes such warfare to be more effective than any number of Zeppelin raids.

For all practical purposes, of course, the idea is valueless—a mere policy of pin-pricking. Grand Admiral von Tirpitz, the German Minister of Marine, was born on March 19, 1849. In 1897 he became Secretary for the Imperial Navy. Early in 1913 came the report that he would have no objections to raise to Mr. Winston Churchill's "ratio of ten to sixteen between the German Battle Fleet and the English Battle Fleet as acceptable for the next few years." He is the pioneer and creator, under the Kaiser, of German sea-power.

DISPUTING GREAT BRITAIN'S SOVEREIGNTY OF THE SEAS: SAILORS OF THE IMPERIAL GERMAN NAVY.



UNITS OF A FORCE WHICH HAS BROKEN THE RULES OF

"Ships are but boards, sailors but men" only holds good today so far as the human element is concerned, and unless some of the German sailors mend their ways they may come to be regarded as something less than men. On January 31, the French Minister of Marine said: "Up to the present, by a sort of self-respect, German seamen have generally not sunk merchant-ships until they have taken off the crews or authorized them to escape. Today the German Navy has decided to violate International Law systematically and deliberately. The officers have received orders to expect nothing in future, and to place themselves outside the pale of humanity." The official note then refers to the case of the "Taka Maru" and adds: "The whole world will rise in horror at such an act of war, which is unworthy of a civilized nation." We may set against this a certain courtesy and consideration shown in giving the crews ten minutes to get clear of their ships in the case of the sinking by a submarine of the "Den Oudenhoed," the "Linda Blanche," and the "Klousen"; but to counterbalance this we have the brutally casual declaration by Admiral von Treppe of a submarine war on British commerce, which shows a ruthless spirit

WAR: GERMAN OFFICERS AND MEN ABOARD THE "MOLTKE."

do, in part, perhaps, to the facts that until comparatively recently the German Navy has had to play second fiddle to the Army; that there is not the good feeling between officers and men which characterizes the British Navy; that the German Navy is manned chiefly by conscripts; and that, as Mr. Archibald Hurd has pointed out, "discipline is exceedingly strict," and their system of justice is known in Germany as the "Militärdisziplin," or "military law." That the officers are decidedly well educated and "very scientific in their methods" leaves room for hope that they may yet remember that "gallies are men." It is likewise, it must be added, that not everything the Germans have done afloat is to their discredit. Some, at all events, have shown that breadth of mind that is born of the savour of the sea; not all deserve the scorching "baby-killing," though it must be presumed that all would obey orders to bombard undefended places; and so it would that the enemy's method of mine-sweeping is, to say the least of it, illegitimate. Further, again in fairness, it must be recorded that the German sailor knows how to die.

THE RUSSIAN CAMPAIGN IN POLAND: A VICTORIOUS CHARGE OF COSSACKS ON A BATTERY OF GERMAN ARTILLERY.

DRAWN BY J. SIMONT.



DEATH OR SURRENDER: A GERMAN BATTERY OVERWHELMED BY AN ONSLAUGHT OF RUSSIA'S MOST DREADED CAVALRY.

While interest in this country is centred, naturally first in the doings of our own troops in Flanders, our gallant Allies the Russians continue to wage a great campaign in whose issue our fortunes are equally concerned. At the moment of writing, the latest news from Poland is that of an air-raid on Warsaw, whose inhabitants, after a respite from alarms for several weeks, have taken this aerial visitation as a sign of renewed activity on the part of the Germans. The general opinion was that the enemy, having failed to reach the city, would not withdraw without committing some act against it. It is interesting, in this connection, to recall Lord Kitchener's review of events

in the Eastern theatre in his speech in the House of Lords on January 6. "The German Army," he said, "succeeded in advancing by the middle of December to the line of the Rivers Bzura and Rawka, some thirty miles west of Warsaw. Despite repeated severe attacks, our gallant Russian comrades have for more than a fortnight frustrated violent German efforts to advance any nearer to Warsaw. German operations in Poland have thus suffered a severe check, and it is evident that the Germans realise the infinite difficulty of winter operations in Russia, and are specially hampered by their faulty line of communications."—(Drawing Copyrighted to the United States and Canada)

PORTABLE WIRE ENTANGLEMENTS IN THE OUTER DEFENCES

DRAWN BY FREDERIC VILLIERS, OUR SPECIAL WAR ARTIST,



WHERE THE FRENCH FRONT HAS BEEN EXTENDED: INFANTRY OF OUR GALLANT

With this drawing Mr. Frederic Villiers writes: "The outlying forts of Verdun are almost impregnable, and the glacis of the redoubts are well protected with dense wire-entanglements. Portable entanglements, which I have seen for the first time in this war, are held in readiness to throw into breaches and gaps made in the line of defence by the enemy's artillery." In the foreground of the drawing some French soldiers, who have laid aside their knapsacks, and carry their rifles slung across their backs, are engaged in placing in position portable wire-entanglements, to fill up the gap in their lines between the building on the right and the trenches on the left. The trenches, it will be noted, are of solid construction and divided into single

OF VERDUN: FRENCH POSITIONS ALMOST IMPREGNABLE.

WHO WAS INVITED TO VISIT THE FRENCH LINES.



ALLIES HOLDING A REDCUBT IN THE OUTER RING OF FORTS ROUND VERDUN.

compartments. In a recently published official statement by the French of their gains of ground in the district illustrated, it was mentioned that there had been "an extension of our front round Verdun," and "destruction of numerous enemy batteries." Their failure to approach near enough to Verdun to bombard the fortress with their heavy siege-guns has been a great disappointment to the Germans. The French armies surrounding it have always kept them off, and it is said that at no point have the Germans ever been nearer than ten miles from the centre of the fortress. It was pointed out recently that the French position at Verdun was stronger than it was at the beginning of the war.—[Drawing Copyrighted in the United States and Canada.]

TWO MILES FROM THE TRENCHES: "TOMMIES" AS PIERROTS.

DRAWN BY R. CATON WOODVILLE, FROM A SKETCH BY A BRITISH OFFICER.



THE JOYS OF A "CHEERFUL NOISE" SOMEWHERE IN FRANCE: BRITISH AND INDIAN TROOPS AT AN ENTERTAINMENT GIVEN BY THEIR COMRADES IN ARMS, WITHIN SOUND OF THE GUNS.

Even in "the domestic circle" it sometimes happens that the "scratch" entertainment is a bigger "hit" than the formal affair, all programmes and propriety. At the front, it goes without saying, its chance of success is still greater, and a Pierrot show got up recently not far from the trenches, by a sportive officer, "went with a bang" from start to finish. The men-performers on mandoline, banjo, and concertina were all "Tommies," and two local young ladies helped them by dancing with no little alacrity. Costumes were made by a good-natured local dressmaker; a motor-lorry supplied the

electric-light for the schoolroom in which the show was held, and "deserted" houses supplied the chairs. The "Tommies," shaking with laughter at the Fragon and other drolleries and the quaint step-dances, found a curious contrast in the imperturbable Indians, who watched the entertainment as gravely as though they were taking part in some solemn ceremonial. Of such are the strange contrasts of this wonderful war! In the trenches—suffering and death; two miles away—the lively entertainment we illustrate.—[Drawing Copyrighted in the United States and Canada.]

DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY SWAIN, C.N., LAMBERT WESTON, NEWSPAPER ILLUSTRATIONS, RUSSELL, LAFAYETTE, CENTRAL PRESS, BARNETT, HARRATT, BASSANO, AND TOPICAL



LIEUT. P. W. R. DOLL,
KING'S (LIVERPOOL) REGIMENT.



2ND LIEUT. J. R. J. MYLLES,
HIGHLAND LIGHT INFANTRY.



MAJOR T. F. MURRAY,
HIGHLAND LIGHT INFANTRY.



LIEUT. L. CAIL NICHOLSON
D.S.O., ROYAL BERKS. REGT.



MAJ. REG. GARRET COOPER-KING,
WEST YORKSHIRE REGIMENT.



CAPT. HENRY ADAM ASKEW
BORDER REGIMENT.



ENG.-CAPT. C. G. TAYLOR,
M.V.O., R.N., H.M.S. "TIGER."



CAPTAIN BASIL ORLEBAR,
BEDFORDSHIRE REGIMENT.



CAPT. R. E. M. PAKENHAM,
ROYAL MUNSTER FUSILIERS.



CAPTAIN H. C. ROME,
20TH PUNJABIS.



COM. E. O. BALLANTYNE, R.N.
H.M.S. "VIKNOR."



LT.-COMM. H. L. SHEPHARD,
R.N., H.M.S. "VIKNOR."



MAJOR G. H. RALEIGH,
ESSEX REGT. & R. FLYING CORPS.



LT. IAN MACLEAN MACANDREW,
SEAFORTH HIGHLANDERS.



LT. DOUGLAS HOLME WIGGIN,
GLOUCESTERSHIRE REGT.



CAPTAIN L. HAROLD BIRT,
ROYAL BERKSHIRE REGIMENT.



CAPT. HYACINTH A. ROCHE,
R. MUNS. FUS. AND R.F.C.



LIEUT. CLIVE GUISE MOORES,
ROYAL ENGINEERS.

Our portraits this week include that of Lieut. Doll, killed in action at Veldhoek, near Ypres, on October 31. Major Murray was the eldest son of the late T. J. Murray, I.C.S., and Lady Elliott, Fernwood, Wimbledon Park. Captain Henry Adam Askeu fought in South Africa, and wore the Queen's medal with three clasps. Eng.-Captain C. G. Taylor, M.V.O., was the son of the late Rev. A. L. Taylor, of Rusdon. Captain Basil John Orlebar belonged to a well-known Bedfordshire family, and was the son of Mr. and Mrs. John Orlebar, late of Silsoe, and had been recommended "for mention" in

despatches. Commander Ernest O. Ballantyne was the youngest son of Dr. Alexander Ballantyne, of Dalkeith. Major G. H. Raleigh lost his life in the fall of his aeroplane in the North of France. Lieut. Douglas Holme Wigg, who died of wounds in Flanders, got his commission at the age of eighteen, just before the outbreak of the war, and had been promoted lieutenant only a few days before his death. Captain Lightly Harold Birt had won the D.S.O. for "skill and courage at Villers Cotterêts" and elsewhere. Captain Hyacinth Albert Roche was the son of Sir George and Lady Roche, of Merriem Square, Dublin.

THE GERMAN TRENCHES

A TRANSLATION FROM THE FRENCH.

THE history of the Great War will show, among other things, how the Germans profited by the lessons of recent conflicts. The South African, the Russo-Japanese, and the Balkan Wars were studied minutely by them, and their particular preparations, their tactics, and their artifices result from the knowledge thus acquired. They learnt much, especially, as regards the formation of trenches.

After 1870 we confined ourselves to three regulation types of trenches: for men prone, kneeling, and standing. While in training, our soldiers were taught how to take shelter momentarily between advances, by digging up the soil a little and lying flat behind the smallest of mounds. They were instructed, moreover, how to protect themselves from the enemy's fire by propping up their knapsacks in front of them. This meant insufficient protection, and an extremely dangerous visibility, since the foe, by simply counting the number of knapsacks, could know the strength opposed to him. To insure the making of such shelter, a French company was equipped with 80 picks and 80 spades; that is, 160 tools for 250 men. These tools were fixed on to the knapsacks; and it took some time to bring them into use.

The German methods for defensive and offensive trench-making are quite different. Each man has a tool of his own, which is fixed on to the scabbard of his sword-bayonet. When occasion for fighting arises, "the line conceals itself," and, as soon as it is engaged, it prepares for possible retreat, making strong positions assuring an unrelenting defensive and counter-attacks.

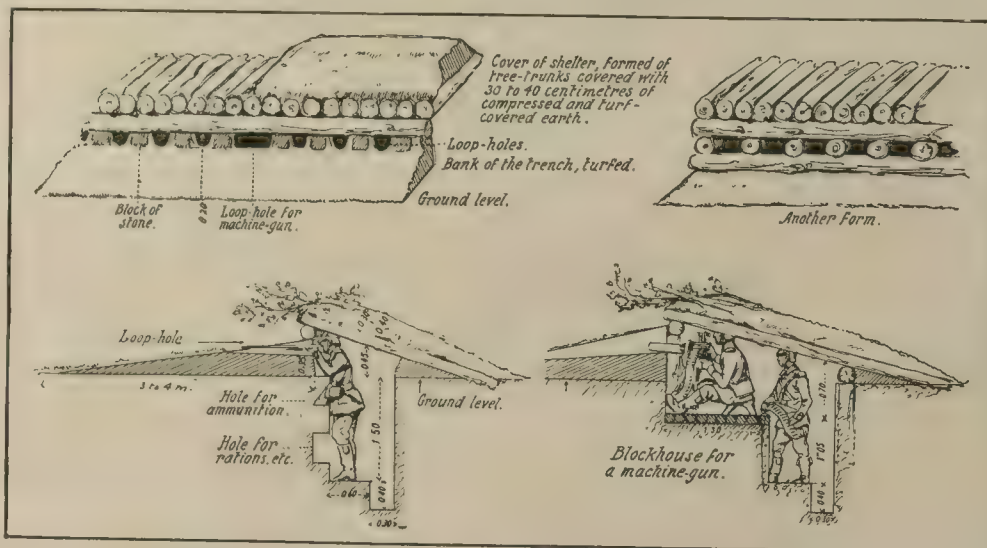
It is on these sound principles that all the German fighting-lines are organised, on a more or less standardised model. The fighting-lines consist

generally of one, two, or three lines of shelter-trenches lying parallel, measuring 50 to 60 centimetres in width, and varying in length according to the number they hold; the trenches are joined together by zig-zag approaches, and, lastly, by a line of reinforced trenches (armed with machine-guns), which are almost completely proof against rifle, machine-gun, or gun-fire. The ordinary German trenches are almost invisible from 350 yards away, a distance which permits a very deadly fire. It is easy to realise that if the enemy occupies three successive lines and a line of reinforced entrenchments, the

trenches are formed of series of small ditches suitable for four men, about 4 feet 10 inches deep and 2 feet 3 inches wide, communicating with rest-"rooms" which are placed just behind and between them. Here, again, covered approaches join the "dug-outs" of the first line to those of the second. The whole system, that of the rest-"rooms" more especially, is designed to give the men the maximum of comfort and security. Doors and wooden shutters wrenched from deserted houses are used for covers, or else turf-covered branches.

Ever since the outbreak of the war, our troops in

Lorraine, after severe experiences, realised rapidly the advantages of the German trenches, and began to study those they had taken gloriously. Officers, non-commissioned officers, and men of the Engineers were straightway detached in every unit to teach our infantry how to construct similar shelters. The education was quick, and very soon we had completed the work necessary for the protection of all. The tools of the enemy "casualties," the spades and picks left behind in deserted villages, were all gladly piled on to our soldiers' knapsacks, to be carried willingly by the very men who used to grumble at being loaded with even the smallest regulation tool. As soon as night had set in on the occasion of a lull in the fighting, the digging of the "trous" was begun. Sometimes, in the darkness, the men of each fighting nation—less than 500 yards away from their enemy—would hear the noise of the workers of the foe: the sounds of picks and axes; the officers' words of encouragement; and tacitly they would agree to an armistice during which to dig the shelters from which, in the morning, they would dash out, to fight once more.

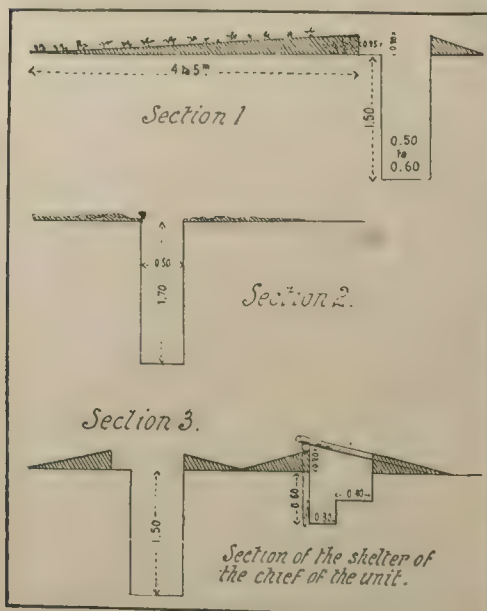
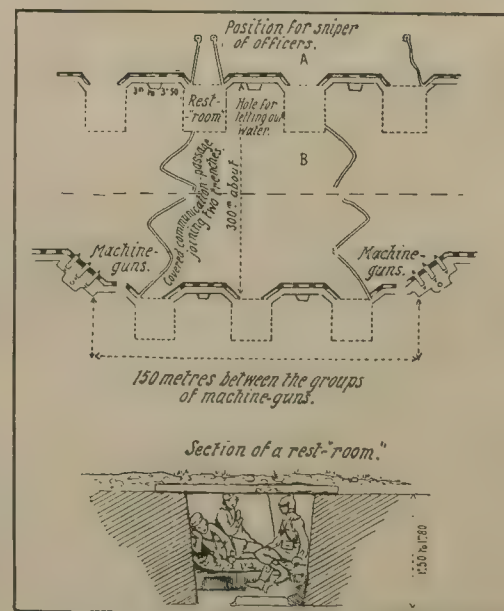


REINFORCED TRENCHES: DETAILS OF ROOFS, LOOPHOLES, AND THE FORM OF THE EXCAVATIONS.

attacking line is likely, at the lowest estimate, to be decimated during an advance of 650 yards—by rifle-fire at a range of 350 yards' distance, and by the extremely quick fire of the machine-guns, which can each deliver from 300 to 600 bullets a minute with absolute precision. In the field-trench, it is obvious, a soldier enjoys far greater security than he would if merely prone behind his knapsack in an excavation barely 40 centimetres deep. He has merely to stoop down a little to disappear below the level of the ground and be immune from infantry-fire; moreover, his machine-guns can fire without endangering him. In addition, this stooping position brings the man's knapsack on a level with his helmet, thus forming some protection against shrapnel and shell-splinters.

At the back of the German trenches, shelters are dug for non-commissioned officers and for the commander of the unit. The latter's shelter is connected with the communication-trench; the others are not. If one adds that the bank, or, rather, the earth that is dug from the trenches and spread out in front, extends for 5 or 6 yards, and is carefully covered with grass, or appropriate vegetation, it will be recognised that the works concealing the German lines can be seen only when a near approach is made to them.

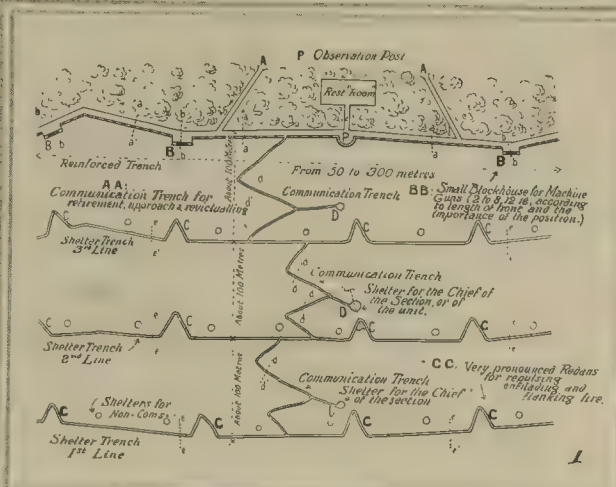
As to reinforced trenches, our drawings show clearly their conception and arrangement. They are proof against ordinary bullets and shrapnel. Only percussion-shells are able to destroy them and to decimate their defenders. The interior details of the trenches vary according to the ingenuity and spare time of the occupants and the nature of the ground. Thus the bottom right-hand diagram on this page and Illustration No. 2 on the opposite page illustrate a different arrangement, where the



VERTICAL SECTIONS OF TRENCHES AND SHELTERS.

A PLAN AND SECTION OF GERMAN TRENCHES AND A REST-"ROOM."

OBJECT-LESSONS FOR OUR ALLIES THE FRENCH: GERMAN TRENCHES.



1. GERMAN TRENCHES: ONE ARRANGEMENT OF THE ENEMY'S DEFENSIVE AND PROTECTIVE WORKS.

2. A DIFFERENT ARRANGEMENT: TRENCHES FOR A SERIES OF GROUPS OF FOUR MEN; AND WITH ADVANCED DUG-OUT POSITIONS FOR "SNIPERS" OF OFFICERS.

3. AS THEY APPEAR TO THE OPPONENT: GERMAN TRENCHES BLENDING WITH THE LANDSCAPE.

4. THE SAME TRENCHES: THE GERMAN WORKS SEEN FROM ABOVE.

On the opposite page we give an article dealing with the German trenches, defensive and protective works from which, it is admitted, the French have learned some lessons. We continue the subject pictorially on this page. The first illustration given above is related to the left-hand bottom diagram opposite, in Section 1 of which the cut follows the line e—e'; in Section 2 of which the cut follows the line d—d'; in Section 3 of which the cut follows the line t—t'. The second picture on this page is dealt

with diagrammatically at the bottom right-hand corner of the opposite page. The arrangements for the men in fours and the advanced positions for men employed to "snipe" officers are seen clearly. The rest "rooms" are shown partly uncovered, that a better idea of their construction may be gained. In Illustration No. 4 on this page, the same applies to a part of the reinforced trenches, part of the roofing of which the artist has removed to show their interior.

THE BATTLE OF SOISSONS: AISNE FLOODS AND BOMBARDED BUILDINGS.



AFTER THE RECENT BOMBARDMENT OF SOISSONS: THE COURTYARD OF THE PALAIS DE JUSTICE, WHERE A FIRE HAD BEGUN.



A RESULT OF THE FIGHTING NORTH OF THE AISNE: RUINS OF THE DISTILLERY AT VAUXROT, BETWEEN SOISSONS AND CUFFIES.



IN A VILLAGE NEAR HILL 132: THE DAMAGED CHURCH AT CROUY.



IN BOMBARDED SOISSONS: THE INTERIOR OF THE PALAIS DE JUSTICE.



IN BOMBARDED SOISSONS: A HOUSE WRECKED BY A SHELL.



"FORCES OF NATURE" AGAINST WHICH THE FRENCH HAD TO CONTENT: THE AISNE FLOODS AND A CAUSEWAY ACROSS THEM.



HOW THE FRENCH WERE PREVENTED FROM BRINGING UP REINFORCEMENTS: THE RISE OF THE AISNE WHICH BROKE DOWN THE BRIDGES.

In the recent fighting north of the Aisne at Soissons, which resulted in the French withdrawing to the south side of the river, the forces of Nature, in the shape of floods, were against our gallant Allies, who made a heroic struggle in the face of great difficulties. The rise of the Aisne carried away the bridges and thus prevented the French from bringing up reinforcements, a fact of which the Germans took advantage to deliver a heavy attack. Much of the fighting took place round Hill 132, and the neighbouring villages of Crouy and Cuffies. On the 13th the French captured the hill, and reinforce-

ments were about to cross the river on a raft-bridge which had hitherto resisted the flood, when that, too, gave way, and there remained only, outside Soissons itself, the bridge at Venizel, which had to be reached by a causeway across flooded land. The French used this bridge on the night of the 13th. The next day, the Germans attacked Soissons itself and the adjacent village of St. Paul, but were repulsed by the French and had to content themselves with a bombardment. It lasted the whole night of the 17th, but was not followed by an infantry attack, and after that there was a respite.

NOT WARSHIPS, BUT OF GREAT WAR FAME: TWO NOTABLE VESSELS.



ATTACKED BY A GERMAN SUBMARINE, OFF HAVRE, IN VIOLATION OF THE RULES OF CIVILISED WARFARE: THE BRITISH HOSPITAL-SHIP "ASTURIAS."

It was reported on February 2 that on the previous day, at 5 p.m., a German submarine fired a torpedo at the British hospital-ship "Asturias," some fifteen miles N.N.E. of the Havre Lightship. Fortunately, the torpedo missed its mark, but that did not alter the enemy's intention, which was a flagrant violation of the Article of the Convention, to which Germany subscribed, at the second Hague Conference, to regard hospital-ships as inviolable. Hospital-ships cannot be mistaken for any other type of vessel, as they are

painted white, with large Red Crosses on their sides and funnels. The "Asturias" also has a horizontal band of green and flies the Red Cross flag, as prescribed in the Hague Convention. She is a vessel of 12,000 tons, built in 1908 by Messrs. Harland and Wolff, and before the war was well known as a liner in the Royal Mail Steam Packet Company's South American service. She was converted into a hospital-ship in the service of the British Government.—[Photograph by Topical.]



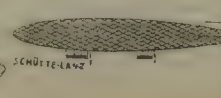
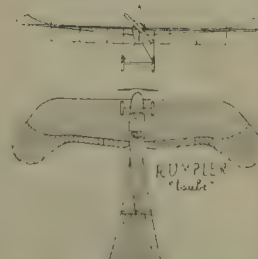
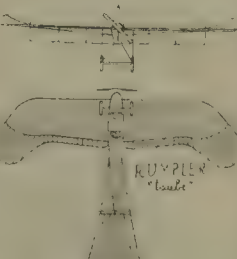
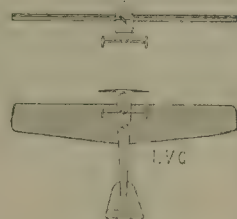
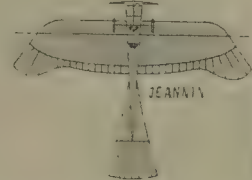
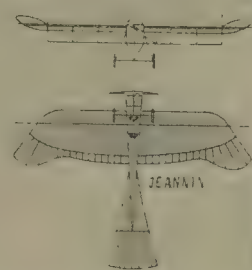
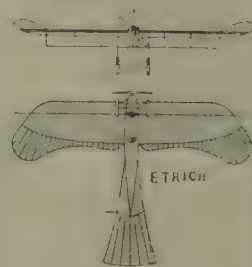
THE SHIP WHOSE VOYAGE HAS TESTED THE RIGHTS OF NEUTRALS TO PURCHASE VESSELS FROM BELLIGERENTS: THE MUCH-DISCUSSED "DACIA."

The "Dacia" left Galveston on January 31 for Norfolk (Virginia) in order to coal there for her projected voyage across the Atlantic with cotton consigned to Rotterdam, but alleged to be finally destined for Germany. A wireless message was received from her on February 2 stating that she had not been seized, and was arriving that night at Sand Key, Florida. The "Dacia," an ex-Hamburg-Amerika liner, remained some months at Port Arthur, Texas. Then she was bought by Mr. Edward N. Breitung,

an American citizen of German birth. Her voyage is of international importance as a test-case in regard to the transfer of ships from belligerents to neutrals. If the sale were recognised as valid in international law, many other German steamers lying idle in American ports might be similarly sold. The British Government guaranteed the purchase of the cargo if consisting only of American-owned cotton. It is said to amount to 11,000 bales, valued at £176,000.—[Photograph by Illus. Bureau.]

BY COURTESY OF "L'ILLUSTRATION" AND "L'AÉROPHILE," OF PARIS.

GERMAN MONOPLANES



who are sometimes alarmed at the passage overhead of our own aeroplanes—will learn the essential differences between British and German air-craft. Similar precautions have already been taken in Belgium and in France—in the latter case both officially by the military authorities and unofficially by the Aero Club de France.

THE "IRON CROSS" FOR LIEUTENANT NORMAN D. HOLBROOK, V.C.



A DECORATION ONLY ECLIPSED BY HIS SUBSEQUENT V.C.! LIEUT. HOLBROOK, OF SUBMARINE "B 11," RECEIVING AN "IRON CROSS" ON THE "INDEFATIGABLE."



LARGE ENOUGH TO BE OF THE FIRST CLASS!—LIEUT. HOLBROOK WEARING HIS "IRON CROSS" AFTER THE DECORATION CEREMONY ON BOARD THE "INDEFATIGABLE."

That the men of the British Navy do not lose their customary high spirits and light-heartedness in time of war has been shown on various occasions during the last six months. An amusing instance occurred on board H.M.S. "Indefatigable" after the daring exploit of Submarine "B 11" in the Dardanelles, when the submarine's commander, Lieut. Norman Douglas Holbrook, went through the mock ceremony of being decorated with a very large "Iron Cross" by a brother-officer, as shown in our photographs.

Lieut. Holbrook has since been awarded the Victoria Cross (in the words of the official record) "for most conspicuous bravery on December 13, when, in command of the Submarine 'B 11,' he entered the Dardanelles, and, notwithstanding the very difficult current, dived his vessel under five rows of mines, and torpedoed the Turkish battle-ship 'Messudiyeh,' which was guarding the mine-field. Lieut. Holbrook succeeded in bringing the 'B 11' safely back . . . having been submerged on one occasion for nine hours."

THE CHRONICLE OF THE CAR.

London Traffic. Official publications, commonly known as "Blue Books," often contain regular romances hidden in the depths of their pages and masses of statistics. Who would have thought, for instance, that the Londoner was the greatest traveller of the age? Yet the latest yearly report of the London Traffic Branch of the Board of Trade clearly reveals that the population of Greater London—a matter of 7,393,280 persons—make no fewer than 271.5 journeys per head. What a tale one could weave of this spirit of travel, of the whys and wherefores of these millions of miles of journeys, if one chose! Unfortunately, these columns only permit of bare facts being recorded, so one has to be content with using this information as demonstrating the growth in popularity of travel by road as against the journeying by railway trains. It all forms part of the chronicle of the car, as, by the advent and growth of the motor vehicle as a method of transport, so have the population of the Metropolis multiplied their journeys. Of these 271.5 journeys per head of the inhabitants of London town, 68 per cent were made by road in trams and motor-omnibuses. Last year—or really the year before last, as this official record deals with 1913—the number of passengers carried by the trams was 811,397,317, while the motor-omnibus conveyed 733,931,201 persons. The trams to and from the suburbs carried 462,019,537 human beings, practically only 12 per cent of the travelling public. What a victory this is for the motor vehicle, and practical proof of its usefulness, to say nothing of the pleasure "the poor man's car" has given to the multitude of users.

Spring Systems. If one were asked why road travel has so increased, I think the correct reply would be because the comfort of the passenger has been so improved in the road vehicle. This ease of travel is due in no small measure to improved springing of the motor-

cars. For some years various forms of semi-elliptic or three-quarter-elliptic springs were employed, which gave quite smooth running to the carriage as long as the wheels only passed over small inequalities in the highways, but when the wheels encountered a lump or a hollow in the road-surface of larger dimensions the very softness of these springs caused such a rebound that the passengers were almost lifted off their seats. To lessen this discomforting performance the shock-absorber made its appearance. This was practically a spring-damper, otherwise a restrainer of the elastic action of the springs when they were apt to exaggerate their function over these lumps and deep

than others not thought of before seem to appear. The cantilever spring worked excellently on the straight road, and served to minimise both great and small road shocks, but, to the dismay of its designers, as the car swung round the corners the body rolled and heeled over to such a degree that the new fault was almost worse than the old ones that were cured.

Swaying Cure. This new fault had to be cured, and cured it was, as users of Rolls-Royce, Lanchester, Siddeley-Deasy, and other cars with cantilever springs may be aware. But the latest of the

swaying cures for cantilever springs is that form of suspension just produced on the cars of the Wolsley Company. This firm realised that to get true comfort under all conditions it is necessary that the oscillations of the springs for vertical motions (that is, lumps and hollows) shall be slow, while for heeling or side-bending stresses (turning corners or one wheel only subjected to road shock) they should be much faster. The new Wolsley cantilever springs are rigidly attached in their centres to a tube which is free to rotate upon the steel bar passing through this tube's centre across the frame. The result is that when travelling on the road, if the spring on one side of the rear wheels of the car only is called into action—compressed—by either turning a corner or dipping into a hole, it tends to turn the tube in one direction, while the spring on the other side, being partially relieved of its normal compression, tends to turn the tube in the other, the result being the tube remains stationary. This cuts out of action practically the forward portion of the spring under compression, so, by shortening its acting length one-half, its speed of oscillation is much increased. The design of this spring also allows the rate of deflection of the hind portion to be greater than the front, so as further to reduce the tendency to roll, as it is this rear half of the spring that deals with the heeling stresses.

W. W.



IN A VILLAGE SOME THIRTY MILES FROM MADRAS: A 16-20-H.P. WOLSELEY.

hollows in the road. So the combination of the semi-elliptic spring and the shock-absorber—one to take the little and the other the big shocks of the road from the systems of the passengers—passed muster for a time, though looked upon askance by the automobile engineer. To him this was a makeshift, so he proceeded to try the cantilever spring as a form that would perform the functions asked from it and take the place of the makeshift everyday combination. Like many other things in the engineering world, and especially in automobile construction, no sooner does one find a cure for certain faults

A Government Embargo.

"The Treasury authorities have given notice that no new public issues of capital in the United Kingdom may be made without their approval, since it is felt by the Government that all other considerations must be subordinated to the necessity of husbanding the financial resources of the country during the war, with a view to its prosecution." —*The "Times," January 19th.*

"Issues or participations in issues for undertakings carried on or to be carried on outside the British Empire shall not be allowed." —*Extract from Treasury conditions.*

The importance of keeping money in this country cannot now be exaggerated. The stringent regulations imposed by the Treasury merely emphasise what the Dunlop Rubber Co. has preached since the beginning of the war, namely, that every foreign tyre bought is of direct assistance to the enemy, inasmuch as it is a blow aimed at the industry of this country.

DUNLOP

tyres are entirely British, and provide a livelihood for thousands of British families.

THE DUNLOP RUBBER CO., LTD.
Founders throughout the World of the Pneumatic Tyre Industry, Aston Cross, Birmingham;
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DUNLOP SOLID TYRES FOR HEAVY COMMERCIAL VEHICLES.



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Royal Dutch
Cocoa
is the queen
of all cocoas
for strength,
aroma, purity

Ask your Grocer for sample, or send for same direct to
BENS DORP'S ROYAL DUTCH COCOA, 31, Eastcheap, London, E.C.



Boys any Mother
might be proud of

have been trained for the sea by the NATIONAL REFUGES, and are now serving their country on board ships of His Majesty's Navy. Old boys from this Institution are likewise serving in 70 British Regiments, and 6,000 have entered the Merchant Service and are now helping to maintain the national food supply. The

NATIONAL REFUGES
and Training Ship "ARETHUSA"

are now maintaining 1,200 Boys and Girls formerly poor or destitute.

Patron: Their Majesties the KING and QUEEN.

HELP A WORK THAT HAS HELPED YOUR COUNTRY
by sending a liberal donation to the National Refuges for Homeless and Destitute Children and the Training Ship "Arethusa."

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Great age has mellowed it, has imparted to it valuable tonic properties, and being fully matured, it pleases the palate in no uncertain fashion. To drink "IONA" is to drink Scotland's best.

SCOTCH WHISKY

"IONA" can be obtained from your wine and spirit merchant. If he hasn't got it in stock, he can get it for you.

G. & J. MACLACHLAN LTD.,
GLASGOW.

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Special inclusive terms can be arranged in the Hotel for Families requiring accommodation for a period.

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THE BEST-APPOINTED ROOM IN THE WEST END.

GRILL ROOM

THE MOST POPULAR IN LONDON.

TELEGRAMS: "Picquillo, London."

TELEPHONE: 160 Regent.

Shoes for Spring

ALTHOUGH it is still too early to think of Spring, it is none too early to think of the Spring outfit, and particularly of new Spring shoes. Buying these early, one has a wider range to choose from, more leisure for the choosing and, the choice once made, one is prepared and ready though May arrive in March.

The shoe here illustrated, Lotus No. 17A, is light and charming to look at and most satisfactory to wear, with a firmness and grip round the ankle possessed by few Court shoes. And 17A is only one of many. There are other equally charming shoes, Court, Oxford or Derby, in the Lotus range, and all may be bought in at least one shop in every town.

Letters

Lotus Ltd, Stafford

Manufacturers of Delta and Lotus Shoes

Telephone

6989 London Wall



Lotus 15/6

Beautifully made and delightful to wear.

Took 1st Prize

After first five weeks, Mellin's Food is called in to help Mother's milk, and at 16 months baby walks, talks, weighs just under 30 lbs., and wins a first prize.

Where for any reason mother's milk is not available, or is insufficient in quantity or poor in quality, Mellin's Food with fresh cow's milk may be implicitly relied upon.

A Doctor's Statement

It is the combination of Mellin's Food with fresh milk that is of such importance, for, as a well-known doctor has declared, Mellin's Food, so mixed, is 'far superior to foods mixed with water only.'

Life-giving Properties

There are certain vital, life-giving properties in Fresh milk which are lost when the milk is 'dried,' but which are retained to the full when the Mellin's Food method is followed.

'Mellin's' is instantly adapted to the complete or partial food-requirements of the feeblest baby, or the most thriving youngster; and vigorous growth, happy disposition, freedom from illness are the sure and gratifying results.

'Never ill'

'My baby took first prize here. From 5 weeks I gave him one bottle with Mellin's Food in it. At 6 months I increased it to two — at 7 months to three — at 8 I weaned him, and he had the food in every bottle. Now at 16 months he has a lovely colour, has never been ill, can walk, talk, and his weight is just under 30 lbs.'

Mrs. Randall, Dear Bay Crescent Folkestone

Mellin's Food

THE FRESH MILK FOOD

Charming Mother's-Book FREE

A valuable Book on 'How to Feed the Baby' and a large Sample of Mellin's Food will be sent Free and post paid on request. Address: MELLIN'S FOOD, LTD., PECKHAM, LONDON, S.E.



PLAYER'S Navy Cut Tobacco and Cigarettes

FOR THE TROOPS

From all quarters we hear the same simple request: "SEND US TOBACCO AND CIGARETTES"

TROOPS AT HOME

(Duty paid)

It would be well if those wishing to send Tobacco or Cigarettes to our soldiers would remember those still in Great Britain. There are thousands of Regulars and Territorials awaiting orders and in sending a present now you are assured of reaching your man.

Supplies may be obtained from the usual trade sources and we shall be glad to furnish any information on application.

TROOPS AT THE FRONT

(Duty free)

John Player & Sons, Nottingham, will (through the Proprietors for Export, The British-American Tobacco Co., Ltd.) be pleased to arrange for supplies of these world-renowned Brands to be forwarded to the front at Duty Free Rates.

John Player & Sons, Nottingham
Castle Tobacco Factory,

Issued by the Imperial Tobacco Co. (of Great Britain and Ireland), Ltd.



WILLS AND BEQUESTS.

THE will (dated Sept. 4, 1914) of Mr. PHILIP HENRY HOLT, of Croxeth Gate, 52, Ullet Road, Liverpool, shipowner, who died on Nov. 27, is proved by his nephews Richard Durning Holt, Robert Durning Holt, and Charles Booth Junior, the value of the property being £235,852. The testator gives all the property to his said three nephews, requesting them, but without implying any trust, to dispose thereof according to a former will made on Oct. 20, 1913.

The will of CAPTAIN SIR FRANK STANLEY ROSE, Bt., 10th Hussars, of Hardwick House, Whitchurch, Oxford, who was killed in action on Oct. 26, is proved by the widow and Thomas Hume Bischoff, the value of the estate being £92,081 13s. 10d., the whole of which he gave to his wife absolutely.

The will of CAPTAIN THE HON. ANDREW EDWARD SOMERSET MULHOLLAND, Irish Guards, eldest son of Lord Dunleath, who was killed near Ypres on Nov. 1, is proved by the Hon. Henry G. H. Mulholland, brother, the value of the unsettled property being £26,583. He gave £100 and a pair of guns to his brother Henry; all the furniture and personal effects to his wife; £100 to his servant W. Leitch; and the residue to his wife for life or widowhood, with remainder to his children, and on failure of issue to follow the title of Lord Dunleath.

The will (dated June 16, 1914) of Mr. CHARLES JOHN FLETCHER, of Dale Park, Arundel, and 10, Grosvenor Place, who died on Nov. 30, is proved, and the value of the unsettled estate sworn at £189,846. Testator gives to his wife the use of Dale Park for one year and £2000 if she resides there, the use of 10, Grosvenor Place during widowhood, and her income is to be made up to £4000 per annum; to each of his daughters £1000 and a Cloissoné vase; to the executors £200 each; to his sister £500; in trust for his son Hugh William £22,000 and an annuity of

£800; and legacies to servants. He appoints trust funds amounting to £30,000 to his son Alan Francis. The Dale Park estate and the residue of the property he leaves to his son Alan Francis.

The will of Mr. ALFRED BOOTH, of 46, Ullet Road, and Town Buildings, Liverpool, steam-ship owner, who died on Nov. 2, is proved by his sons, the value of the property being £43,763. Testator gives £2000 each to his sons Charles and Alfred; the household effects to his wife; £2000 each to his nieces Elizabeth B. Kirkridge and Mary

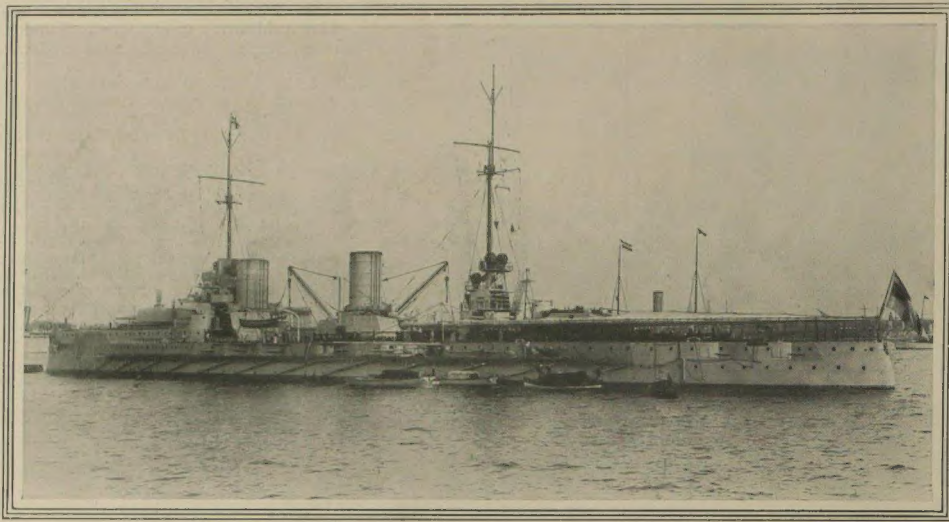
the Royal Hospital for Incurables; £200 each to the Society for the Prevention of Cruelty to Children and the Anti-Vaccination Society; £100 to the Crèche in Lacy Road, Putney; an annuity of £100 to his brother Carl; legacies to relatives; £30,000 between all his children; and the residue to his sons.

We regret that, inadvertently, the portrait of Major W. M. Goodwyn was published last week in our "Roll of Honour" page as having died of wounds received in action.

We are glad to be informed that, although Major Goodwyn was severely wounded, he is, happily, recovering.

The legitimate ambition of every exhibitor at Burlington House is to be "on the line," and that distinction was enjoyed last year by the original painting by Fred Roe, R.I. It was one of the pictures of the year, and portrayed an episode in the life of the most beloved of our national heroes: a complimentary banquet at which Nelson was seated next to Benjamin West; he expressed admiration for the painter's "Death of General Wolfe," and asked West why he had painted no more such pictures. West replied that there were no more such subjects left, but that he feared Nelson's intrepidity would some day furnish him with an opportunity which he would not lose; Nelson thereupon is said to have replied: "Then I hope I shall die in the next action." The subject makes a strong

appeal to British sentiment, and the proprietors of Wright's Coal Tar Soap have therefore, at very great expense, issued a facsimile reproduction of the picture in colours of the high standard fitting to the occasion and the subject. The reproduction is a handsome picture, and will be sent free to users of Wright's Coal Tar Soap who send 24 outside wrappers from the 4d. tablets of soap, together with 6d. to cover postage (inland); foreign postage extra. Applications should be addressed, "Britain," Wright's Coal Tar Soap, 44-50, Southwark Street, London, S.E.



A GERMAN WAR-SHIP WHOSE WHEREABOUTS AND FATE ARE IN DOUBT: THE CRUISER "VON DER TANN."

There is considerable mystery as to the whereabouts and the fate of the German cruiser "Von der Tann." It was reported, from Rio de Janeiro, that she had been engaged with H.M.S. "Invincible" and sunk. This, it was argued, accounted for her absence from the North Sea battle of Sunday, January 24. Later, the Secretary of the British Admiralty issued a communiqué: "There is no foundation whatever for the statement that the German cruiser 'Von der Tann' and the 'Invincible' have been in action with one another."—[Photograph by Illustrations Bureau.]

B. Kirkridge; £1000 to Georgina Lloyd; a few small legacies; and the residue as to one fourth to his son Charles and three fourths to his daughters.

The will (dated Feb. 19, 1914) of Mr. JOACHIM MOGENS BERNER, of Carlton Road, Putney, and 61, Gracechurch Street, E.C., who died on Nov. 16, is proved, and the value of the property sworn at £135,815. He gives £2400 a year to his wife; £5000 to his son Einar; the goodwill of his business, share of profits, etc., to his sons Ingvar and Rolf; £1000 each to the National Lifeboat Institution and

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BY EVA G. MILNER.

ONLY a few months ago I was so thin, shapeless, almost cadaverous, in appearance that I might well have been called a living skeleton. My cheeks and neck were sunken, my shoulders and chest were scraggy, my bust absolutely flat, and my entire form so dreadfully emaciated that it seemed literally nothing but skin and bone. Friends even thought I was in the last stage of consumption, although I knew my lungs were healthy. But I simply could not put on flesh, however much I ate, nor did medicines or anything else I tried help me in the least.

When I reached this pitiful state a well-known French specialist whom I met in Paris gave me a few words of common-sense advice. He told me that flesh-forming depended not upon how much I ate, but upon how much I assimilated, just as heat from a stove depends not upon how much coal is put in it, but upon how much is burned. I then learned that flesh cannot possibly form unless certain food elements are assimilated, and thin persons never assimilate these elements from among other foods. Fat persons always assimilate too much. Without these flesh-forming elements food is nearly as useless to a thin woman's stomach as air without oxygen is useless to her lungs.

At the time I did not fully understand the specialist's necessarily scientific explanation regarding malnutrition, etc., but I decided to obtain from a French pharmacist a small supply of a standard concentrated food product which I was told would supply my poorly nourished body with just the nutritive elements it craved.

Within a few days I could hardly credit the evidence of my own eyes, so great was the transformation in my appearance and the improvement in my health. At first only my neck, shoulders and bust began to fill out and assume a beautifully firm, rounded contour, but I have since discovered that the effect of this remarkable food substance is invariably first to develop the bust before becoming noticeably apparent upon other parts of the form. For this reason it unfortunately cannot be used to develop other parts unless bust-development is also required.

Six weeks after receiving the advice which has meant so much to me, I had gained two stone five pounds in weight and had a well-developed figure which any woman might well be proud of. I need no longer dread to appear in evening dress, nor shrink from having my photograph taken, and I have found that perfect physical development gives a woman more power to succeed in social or

business life than I ever dreamt of before. It imparts self-confidence and personal magnetism, which means success in a hundred ways.

The pleasant-tasting, concentrated food-product, called Phormoid, is widely used in France, but in England its astonishing potency in causing the rapid and permanent development of firm, solid and healthy flesh is almost unknown outside the medical profession, although, on account of physicians' prescriptions, all chemists carry Phormoid in stock or can easily obtain it.

Convinced that its sale would be enormous were its wonderful merits more widely known, I recently mentioned Phormoid to a friend who is the Director of a large London firm of manufacturing chemists. Knowing what it had done for me, and with a view to having women throughout England recommend it to friends lacking in development, thus allowing the product to advertise itself, he instantly agreed to distribute, free of cost, 10,000 regular 2s. 6d. boxes of concentrated Phormoid, which his firm prepares in an especially pure and convenient form. With this understanding I agreed to write this article telling of my experience. The company agrees to forfeit £250 in gold, as stated above, if anyone proves they fail to send

a regular full-sized 2s. 6d. box of the purest Phormoid obtainable on receipt of the following coupon accompanied by 6d. simply to defray postage, packing, etc., also they positively guarantee satisfaction in every case, or the money will be refunded in full.

I cannot fully explain just why this simple, harmless and nourishing food is so marvelously effective. All I know is that it SUCCEEDS. I expect every woman to be sceptical, just as I once was, and that is why I ask that the product be judged not by what I say about it, but by what this free box ACTUALLY DOES. You may doubt my word, just as I doubted the French specialist's, but there would be no object in presenting you with a free box if there could be any possible doubt as to its almost miraculous effects as proved before your very eyes by your own tape measure, after you have taken the contents of the free box for only a single week. Remember, this is not a sample, nor a "trial size" box, but a regular full-sized 2s. 6d. package.

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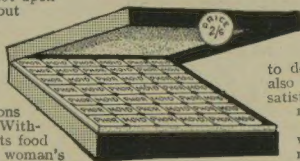
This coupon accompanied by six penny stamps to help defray actual cost of postage, packing, etc., entitles holder to one regular 2s. 6d. box of Phormoid as illustrated above, to be sent in plain wrapping and free of any further cost or obligation. Satisfaction guaranteed or the 6d. will be refunded immediately on request. Write name and full address plainly below and forward this coupon to:—The Chief Chemist (Dept. 59), L.C.C. Laboratories, 72-2, Bobover Street, London, W.

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"THE LANCET" (the leading Medical Journal) of 14th March, 1914, says:—

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PARLIAMENT.

AT the resumed sittings of the Houses of Parliament on Tuesday the lines to be followed during the Session were clearly laid down by the leaders of parties. Several Members of the House of Commons were in khaki, and their presence gave an appropriate tone to the proceedings, which related mainly to the war. It was evident that Mr. Gulland, the new Government Chief Whip, who received a friendly cheer from both sides, would have no fear of troublesome Party divisions. Mr. Bonar Law, explaining the relations between the Government and the Opposition, dispelled the idea that the Unionist leaders were supplied by the Government privately with information as to their plans for the prosecution of the war; but, while maintaining full freedom of discussion, he assured the House that criticism from his side would not be inspired in any degree by considerations of party interest. This assurance was received in a dignified, grateful manner by the Prime Minister, who admitted that the Government alone were responsible for the policy of the country. He remarked that they communicated to the Opposition leaders a good deal of the information which reached them in regard to diplomatic and other affairs, but said this did not in any way affect the freedom of the Unionist statesmen, and he warmly acknowledged their co-operation in many administrative matters—a co-operation which he described as "patriotic in spirit and inestimable in value." In the House of Lords the attitude of the Unionists was defined by the Marquess of Lansdowne, who, on resuming his duties for the first time since his illness in autumn, was cordially welcomed by Peers on both sides; and the Marquess of Crewe announced that no contentious legislation would be introduced, and that the Government would confine themselves to such business as was connected with the prosecution of the war. A motion to take the whole time of the House of Commons for Government business was promptly produced there by Mr. Asquith, but the Estimates, with which the House is at once proceeding, provide abundant and fitting opportunities for criticism, and the notices given on both sides showed that these opportunities would be fully turned to account. Special anxiety being manifested with regard to the prices of foodstuffs and other necessary articles, the Prime Minister declared that the Cabinet Committee were giving grave consideration to all aspects of the subject, and that there would be no avoidable delay in dealing with it. Among other matters for which early attention was sought were the employment of merchant ships, the action of the Press Bureau, enemy aliens, and the Government's attitude towards the aniline and other industries. Thus the political truce has been renewed on definite lines, and the Session has been directed on its patriotic course, the tone of both Houses being grave, and the temper of parties to each other tolerant and conciliatory. Although many Members have aged rapidly in six months, the leading Ministers looked well and vigorous, and gave no sign of yielding to the strain.

CHESS.

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

R. GILLES, SAINT GERMAN, AND Co. (sur le front français).—We are very pleased to receive your solution from the trenches, and heartily reciprocate your good wishes for the Entente. We are all here ardent admirers of your famous 75 cm. We have sent your application to the proper quarter for consideration.

J. FOWLER, J. SMART, and OTHERS.—Your solution of No. 3688 is generally correct, but if Black play 1. K to Q 4th, you miss the proper continuation; 2. Kt takes P will not do. After 1. K takes Kt, 2. Q to K 6th is met by 2. P to Kt 3rd (dis. ch.).

FIDELITAS.—The defence we suggest is P to Q 6th, but there are others available.

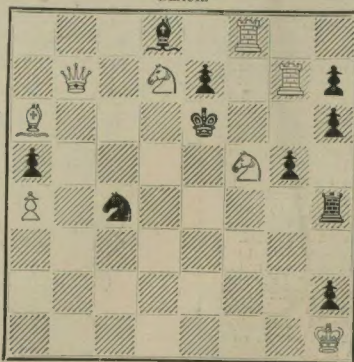
H. LINDEMAN (Christ's Hospital, Horsham).—For a first attempt, your problem is very good, and shows promise of constructive skill, as well as understanding the nature of a solution. Its fault is that the key is too obvious, and Black is too helpless.

A. S. PROCTOR (Gedling, Notts).—Your problems are all vitiated by the fact that the solution in each case is a series of checks. There is, moreover, evidence that you scarcely understand chess, in such a position as the one whose proposed solution commences 1. Q to B 6th (ch). In answer to that Black can play R takes Q, and there is no mate in three. But there is a mate on the move by 1. Q to K 6th.

A. M. SPARKE.—To hand, with thanks.

EAST MARSDEN.—We have pleasure in complying with your request, and are glad to know that you still take an interest in the old column.

PROBLEM No. 3696.—By D. EVANS.
BLACK.



WHITE.

White to play, and mate in two moves.

SOLUTION OF PROBLEM No. 3687.—By O. WÜRZBURG.

WHITE
1. Q to Kt 3rd
2. K to B sq
3. K to Q 2nd (mate).

BLACK
K to Q 7th
K moves

If Black play, 1. K to Q 7th, 2. Q to K B 3rd, etc.

CORRECT SOLUTION OF PROBLEM No. 3679 received from C. A. M. (Penang); of No. 3683 from C. W. B. Selwyn (Venice, California); of No. 3685 from R. Gilles, Saint German, and Fidelitas; of No. 3686 from J. Bailey (Boscombe), Fidelitas, H. P. Cole (Tunbridge Wells), Captain Challice (Great Yarmouth), G. Casares (Trubia, Spain), and C. Barretto (Madrid); of No. 3687 from A. G. White (Honington), Fidelitas, Rev. G. Street (Teiscombe), J. R. Jameson (Ferryhill), A. J. Dickens (Tidworth), A. T. Russell (Kensington), G. W. Champion (Paris), J. F. Wilkinson (Sydenham), F. Cook (Birmingham), C. A. P. W. Dittell (Jassens (Apeldoorn), Montagu Lubbock, R. Donner, G. Pratt, H. Lindeman (Horsham), and H. P. Cole.

CORRECT SOLUTIONS OF PROBLEM No. 3688 received from W. Weaver Jones (Kilworth), R. Worters (Canterbury), J. Bailey (Boscombe), H. Grasett Baldwin (Guildford), Rev. J. Christie (Redditch), R. C. Durell (South Woodford), J. Fowler, A. H. Arthur (Bath), G. Stillingfleet Johnson (Seaford), J. Smart, and F. L. Clarke (Brighton).

CHESS IN ENGLAND.

Game played in the Major Open Tournament of the British Chess Federation, between Messrs. H. BOYDANOR and W. H. WATTS.

(Four Knights Game.)

WHITE (Mr. B.)	BLACK (Mr. W.)	WHITE (Mr. B.)	BLACK (Mr. W.)
1. P to K 4th	P to K 4th	14. Kt to Kt 3rd	Kt takes Kt
2. Kt to K B 3rd	Kt to K B 3rd	15. R P takes Kt	P to K B 4th
3. Kt to B 3rd	Kt to B 3rd	16. Q to B 2nd	Q to Q 2nd
4. B to Kt 5th	B to Kt 5th	17. P to Q Kt 4th	
5. Castles	P to Q 3rd		
6. P to Q 3rd			
	Black should have Castled last move, and now White fails to profit by the mistake. Kt to Q 5th, properly followed up, should win.		
7. Kt to K 2nd	Castles		
8. P to B 3rd	B to R 4th		
9. Q to R 4th			
	Strength and time are only frittered away in episodes of this kind. B to R 4th, for the purpose of going to B 2nd, or Kt to Kt 3rd is the correct line to pursue.		
10. B takes Kt	B to Kt 3rd	19. P to B 5th	B takes K P
11. Q takes P	P takes B	20. Q to Kt 3rd	
12. P to B 4th	B to R 3rd	(ch)	K to R sq
13. Q to R 4th	Kt to R 4th	21. P takes B	R takes Kt
	B to Kt 2nd	22. P takes R	B takes P
		23. R to K sq	Q to R 4th
		24. Q takes B	Q takes Q
		25. R to K 3rd	Q to Q 8th (ch)
		26. K to Kt 2nd	R P takes P
		27. B to Kt 2nd	Q to Q 4th (ch)
		28. K to Kt sq	R takes P
		29. R to Kt sq	Q to Q 7th

The superiority of Black's game grows more and more evident, the path of his Q B having been so kindly made clear for him by the capture of his Q Kt P.

Black wins.

Despite the war, the popular "Holiday Haunts Guide," issued annually by the Great Western Railway Company, will be going to press in a week or two, and hotel and boarding-house proprietors should send at once for a pamphlet showing the scale of charges for announcements in it. A post-card to Mr. Charles Aldington, Superintendent of the Line, Paddington Station, W., will obtain one, post free. The "Guide" will be published in time for the Easter holiday-maker.

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